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ED SPEAK

Happy New Year. Yup, the cover month might say it's March, but it's actually mid-January. You can't bear the thought of another mince pie, the decorations are packed up waiting to go back in the loft and pay day can't come quick enough.

January generally sucks balls. But not this January. Why, I hear you cry? Because you're obviously awesome, you're reading this magazine and it's full of joy.

We've made an extra special effort to fill these pages with six very different feature cars, to help you get rid of those post-Xmas blues. From the smoking PS13 on the cover, to the stanced Civic, to the mad Mitsi Starion and turbo'd Mk2 Golf and Fanta-inspired SEAT, there's something in here for everyone.

I've been at Fast Car for a long time, almost 16 years in fact, and in that time I've been arrogant enough to feature six of my own vehicles. The latest of which is featured in this magazine, the BMW 335i over on page 62. Whether you like it or not is kinda missing the point.

What I wanted it to show more than anything, is that I'm just a car guy, crazy about car culture, the same as you and the other feature car owners in this magazine. And that goes for the rest of the team too. While we should all grow up and get proper jobs, we simply enjoy it too much (just don't tell the publisher though – he'll push for a pay cut!). Anyway, enough about us, and more about the rest of the magazine.

As well as the feature cars, you'll find all the latest products. (Make sure to check out MOMO's latest wheel release on page 41, I reckon we'll be seeing that one on a few cars in 2018.) There's also a tech guide on exhaust systems, a feature on the best V-engined cars of all time, plus reports from Ultimate Stance and a look around WORK Wheels in Thailand.

See. It really is a Happy New Year.

Big Love,

Jules



SLIM JULES
EDITOR

"My favourite car in the mag? Do you really need ask?! Actually, it's the Mitsi Starion."

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

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MIDGE
CONTRIBUTING
EDITOR

"For me it has to be the BMW 335i. The wheels, the air-ride, the power. Pure perfection."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

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INITIAL G
ART EDITOR

"For me it's the Civic. It reminds me of my old car. In fact, they're my old seats and harnesses."

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.

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GLEND A
WEBSITE EDITOR

"Isn't Midge on holiday, Jules? How did you get that quote? Did you make it up (Errm, nooo – Jules)?"

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

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Show of the Month

Words and Photos Jarkle

CARS, COFFEE & CHRISTMAS CAKE

We went along to LandSpeed's inaugural Christmas car show, the appropriately named Cars, Coffee & Christmas Cake

Say what you like about your average British petrolhead, but they're a hardy breed, quite prepared to brave the elements to catch the merest glimpse of a lineup of modified motors. Especially when there's free cake on offer!

We think this is a good thing. It proves that there's nothing to match the UK car scene for commitment to the cause, and said commitment was in evidence at LandSpeed's Cars, Coffee & Christmas Cake show in early December.

Now LandSpeed might not be a name you're immediately familiar with. But if you live in the East Midlands or thereabouts, then you really should be. Home to Quest's forthcoming TV show *Salvage Hunters: Classic Cars*, LandSpeed flung open its doors to welcome the great and good of the modified, performance, classic and specialist car world.

Despite the freezing temperatures and early morning start, a good 140 cars turned up at LandSpeed's HQ, owners braving the elements to check out one of

the area's fastest growing performance and classic car specialists. The allure of the workshop itself probably played a part in this. Though not as much as the free bacon rolls, coffee and Christmas cake doled out on the day!



Did we mention the variety?



Tommi Mäkinen turned up in his Evo



Variety of metal

As is often the case with British car shows, the scale of the event was only matched by the variety of metal on show, with everything from MOPAR muscle to French hot-hatch finery on display for all to see. Check out the images to see what we mean, and make sure to like LandSpeed on Facebook, to find out when their next gathering is taking place.



R34 GT-R is on our Christmas list



UP FRONT

Quiz Time

Word Search

There are eight seat manufactures in here. How many can you find?

[illegible]

B	C	O	R	B	E	A	U	D	R
Y	R	J	S	T	A	T	U	S	E
U	N	I	S	W	N	O	P	I	C
Q	E	T	D	W	U	F	W	T	A
S	M	A	I	E	C	G	L	N	R
F	P	K	I	L	O	O	M	P	O
T	Q	A	D	A	B	R	C	E	A
E	O	T	R	R	R	N	R	H	E
X	Y	A	K	C	A	D	G	O	Y
E	X	G	R	D	O	Y	B	R	K



1.



2.

Think you know your cars?
Test your knowledge
for fun, here...

Q1) Name the wheel?

Q2) Name the car?

Q3) Name the front cluster?



Answers are in Arse End over on page 113! Good luck.

Bagged McLaren 12C



Gorgeous R32 Golf



Coming Soon

With Crimbo out the way, it's now time to focus on Easter... Is it heck! It's time to get inspired, get building and getting back out there as the show season will be amongst us very soon. Here's a sneak peak into what the future has in store for Fast Car magazine and the cars that will fill it. Eat your heart out Mystic Peg.

**"ICE. IT'S ONLY
GOOD FOR
MAKING
MOJITOS,
PROVIDING
SHELTER FOR
ESKIMOS AND
SOOTHING
BUSTED
MUSCLES. THE
REST OF THE
TIME, IT CAN
DO ONE."**

Winter is rubbish. Especially when the weather drops below zero. Not only does it make getting out of bed that much harder, but once you're ready for the daily commute you'll find your windscreen isn't!

It'll be covered in ice so cold it'll freeze your De-Icer on impact. There's only one thing for it. Get the credit card out and scrape the sodding stuff off while your fingers turn blue. Of course, this is all happening on a morning that you're running late for work anyway. Sod's law has put pay to that.

Once the windshield is clear, you hope the locks aren't frozen. Then you hope the inside of your windshield isn't iced up and the weather hasn't killed the battery...

Once you're finally on the road, you want to be careful because if there's one thing your Sébastien Loeb-esque skills won't be able to save you from is the stuff they call black ice. Nope, not a special-edition Lynx aftershave set. An invisible layer of slippery shit that'll throw you off course before you can say fuuuuuuuu@aa@ak.

Wind? No problem. Rain? No problem. Snow? No problem for driving pros like us lot. Black ice? That invisible bastard is a problem!

Take it easy (s)kids.

The Angry Man



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Confidence Boost

When Mel Taylor wanted to improve her drifting skills, she saw a moderate level of boost as the way to go. But as her back catalogue of builds demonstrates, it's easy to get carried away and accidentally turn your toy into a show-stopper...





For all its merits, social media has a lot to answer for when it comes to human interaction. Specifically (and without wanting to sound like we're a bunch of old farts), when it comes to politeness. There was a time, back in the '90s and into the '00s, when your means of keeping up with modern car culture was to go to car meets and to read magazines.

Thankfully that's still largely the case, as it keeps us in a job. But the immediacy of social media means the pace of automotive fashion has accelerated. And more significantly, it's never been easier to slate someone's ride. The perceived anonymity of the internet means it takes a second to post up a snarky comment before moving on, not considering the dagger you've plunged through the owner's heart. 'Those wheels look shit, lol'. A savage snapshot and a rapid departure.

Would you say that to someone's face at a car show? You'd certainly think twice about it.

Thank goodness, then, for characters like Mel Taylor. The owner of this PS13 Silvia, she represents all that's good and positive in the modern modding scene. Waving two fingers at the haters with a big smile on her face, before pouncing for the horizon in a maelstrom of tyre smoke and turbo whistle. Who cares what the naysayers are moaning about? When you're building a car, you only need to please one person. And that, of course, is yourself.

Character is key here. You see, there are two principal types of people in the scene: drivers, and posers. We're not knocking the posers of course. There's a lot to be said for taking pride in craft for craft's sake, as long as everyone keeps a beady eye on the true nature

HOT RIDE: NISSAN PS13 SILVIA



That's one AGM we'd actually like to attend

of art: that a work of art can only be considered authentic if it serves no other purpose than to be itself. For the real drivers, however, looks aren't enough – strong spec needs to bolster ever-improving skillsets to constantly remind us what this is all about. Fast cars, driven fast. It's what we live for.

"This car already has a huge following, and has had incredible feedback," Mel grins, rightly proud of her devastatingly effective creation. "All three of my cars – this one, my S15, and my 106 – show a huge part of my life and who I am. I feel they reflect the f**k-you attitude I have after years of bad opinions and being slated because I dared to chase my dream. I continue to push myself to the next level, and each year I go up another step."

There you go. A mission statement. And the quality of the cars really does back up the swagger.

The tale begins way back in 2008, when Mel purchased her first car, a Peugeot 106 named Maggie. She still owns it today, in fact. Although it's rather different now to how it was in the era of Miika and Ashes to Ashes – imagine a fusion of Euro-look and track car with a stance bias and a sprinkle of retro.

"I came across the opportunity to buy my first turbo petrol car just last year – my Rocket Bunny Nissan Silvia S15, 'Bear,'" says Mel. "After spending six months building Bear, I spoke with Ant – the seller, sprayer, and bodyshop owner – about the dusty PS13 that was sat in the corner of the shop. The same corner I happened to find Bear in the previous

year! After agreeing on a price, the deal was struck and the deposit paid. I named her 'Safi' after a Japanese lucky charm, as she was definitely that to me."

For those unfamiliar with the intricacies of 1990s Nissan model codes, PS13 is the chassis code for the Silvias built between 1991-93, with SR20DE(T) engines. If you want to get especially nerdy, the PS13 was available in three levels – Js, Qs and Ks. For the significance of those letters, simply picture a deck of cards. Js and Qs had the non-turbo SR20DE, while the full-fat Ks, like

Mel's car here, came with the feisty turbocharged SR20DET.

Somewhat serendipitously, Safi and Bear were imported into the UK together, so the fact Mel was able to keep them together made the purchase all the more special. But there was far more to this acquisition than mere sentimentality and posing rights. "I've recently become interested in the drift scene, after becoming fascinated by the BDC," Mel explains. "And knowing Ant so well, who imported the Silvias, and also competes in the BDC, it sparked an interest in me."



280bhp is enough for a little mischief

“My cars reflect a
f**k-you attitude, after
years of being slated”



Currently sporting an SR20DET
with uprated cams, fuelling and
induction. But that will change...

HOT RIDE: NISSAN PS13 SILVIA

Bride Low Max seats and purple Luke harnesses



Mel wasn't planning on going off half-cocked and all-guns-blazing, however. She appreciated the importance of learning how to drift properly, before just piling in and smashing things up. "I had an E36 1.8 8v which I initially learned my basics of drifting in – you know, the typical street and roundabouts," she continues. "But after realising the car was underpowered and was stopping me progressing, it was time to level up to the boosted life. Which also helped me make the decision to buy the PS13.

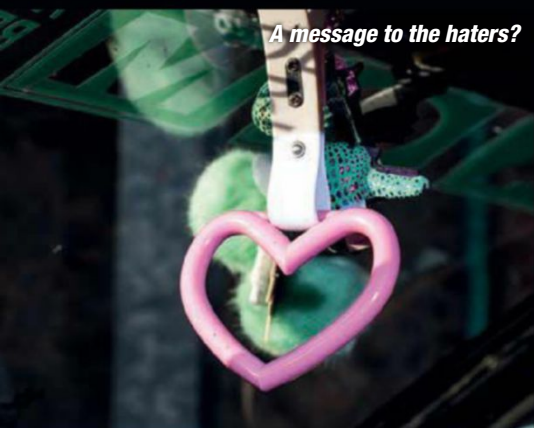
"Even though I already owned the S15, which is extremely modified, I wasn't ready for the car yet. I needed a medium level of power so I could learn how to exploit it, and with the PS13 being almost stock I felt it was a good

way to progress and make me ready for the more powerful S15."

A very sensible approach. And we certainly applaud her for it. This explains why we find the car in a comparatively mild state of tune, the SR20DET running uprated cams, fuelling and induction, as well as a bigger turbo and intercooler. That said, mild is relative, and 280bhp is still more than enough for mischief! That power in a car this light and agile turns it into a little rocketship.

It also needs pointing out that, while this car was initially bought as a learning tool, Mel has got more than a little carried away with the details. "When I found her she was just a dusty heap of nothing in the corner, desperate to be rescued," she recalls. Today the transformation is remarkable: we're talking wide Origin wings and overfenders, most of the DMAX catalogue, and custom mint pastel paint with a hypnotically swirling arrow motif over the top.

Always keeping a focus on what the car was actually for, of course, Mel added in the brakes from an R33-generation Skyline along with a Wilwood hydraulic handbrake. There's also a Skyline LSD and a Driftworks lock kit to get everything in the chassis working in harmony. Elsewhere, 326 Power coilovers offer huge adjustability, and the car's currently running -6 degrees of camber at the front. Competition-wise, this is all ticking a lot of boxes...



A message to the haters?



*Origin wings and
overfenders plus most of
the DMAX catalogue*

HOT RIDE: NISSAN PS13 SILVIA

TECH SPEC: PS13 SILVIA

STYLING

Origin fibreglass 100mm overfenders and 100mm wings; DMAX fibreglass side-skirts; roof spoiler and front and rear bumpers; Origin boot spoiler; clear brick-style headlights; tinted amber corners; tinted rear lights; carbon-fibre fuel cap and B-pillars; pastel mint paint; custom No 2 The Same livery.

TUNING

SR20DET; T28R turbo; Tomei PonCams; Walbro fuel pump; HKS air filter; Bosch fuel filter; A'PEXi front-mount intercooler; custom straight-pipe shotgun exhaust. Power: approx 280bhp.

CHASSIS

8.5x18in (front) and 9.5x18in (rear) Wolfrace Shark wheels; 225/40 tyres; 326 Power coilovers, camber-adjustable top mounts; -6 degrees front camber; Driftworks Geo2 lock kit; extended custom tie rods; R33 Skyline front and rear brakes; R33 Skyline LSD; Skyline front and rear hubs; Hel braided brake lines; Wilwood hydraulic handbrake.


INTERIOR

Bride Low Max seats; purple Luke harnesses; OMP steering wheel; S15 rear interior; painted surrounds; HKS turbo timer; Outlaw gearknob; doubleDIN stereo.

THANKS

Thanks to Ant and Graham Mortley at AGM; Paul Howard at JDM Garage; Dan and Harley at ShedWERX; Ash Vernals at Bear Car Care; Adam and Donna at Strictly Static; Jay Cannon at The Cannon Run; my partner Ashley James; and my best friends Sally Abbott and Rob Sharkey.

"Drifting and gymkhana is something I plan on having plenty of fun with in 2018," says Mel. "Regular visits to Santa Pod to take part in the Fueltopia Barrel Sprint and gymkhana in-between shows."

And you can be damn sure she'll be doing it all with a smile on her face. There may well be people on the sidelines fiddling about with their phones, making derisory comments about her wheels or mint-green paint. But Mel just doesn't care. She's in this for the joy of driving. And that's the way it should be. 



"When I found her she was just a dusty heap of nothing in the corner, desperate to be rescued"





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Ultimate Stance 2017

WINTER DOESN'T HAVE TO SPELL DOOM AND GLOOM FOR FANS OF TOP-NOTCH CAR SHOWS, AS ULTIMATE STANCE SO EFFECTIVELY PROVES...



If you're the sort of person who considers putting their show car into hibernation at around August-time each year, take some advice from us: leave it until November, so you can nip up to Telford to attend the frankly awesome Ultimate Stance show first.

The fancy carpeted halls and lovely central heating of Telford's International Centre mean this swanky indoor event acts as a big screw you to all of those who think the car show season is a summer-only affair. It brings together one of the best quality collection of slammed cars of the year, with a chilled, bang-on-trend atmosphere to boot.

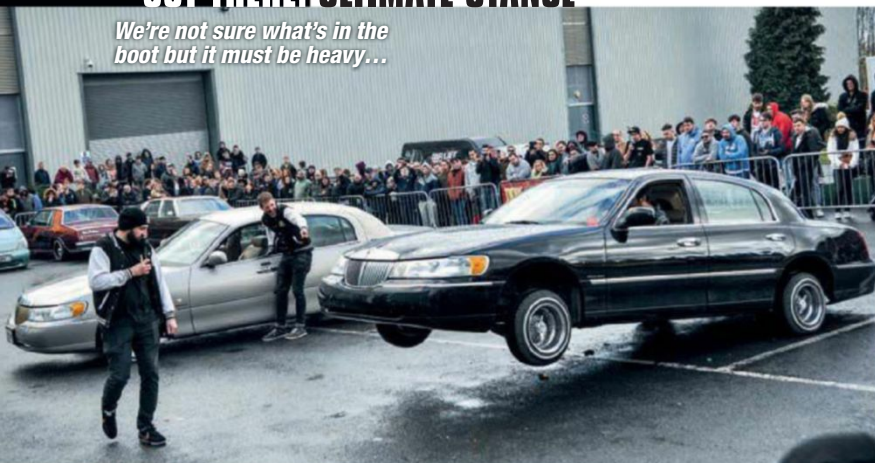
A spin-off from sister show Ultimate Dubs, which is held around March-time, Ultimate Stance opens up the floodgates to not only slammed VAG metal, but pretty much anything on four wheels. It's unsurprising that the mix of cars never fails to be awe-inspiring, then, from lowriders to drag cars and pretty much everything in between.

With a string of successful years already under its belt, we nipped on over to see how 2017's instalment would inspire us...



OUT THERE: ULTIMATE STANCE

We're not sure what's in the boot but it must be heavy...



GETTIN' LOW

Step outside the show and you'd be forgiven for thinking you'd been teleported to Southern California, once you clap eyes on the exceptionally cool mix of bouncing cars the UK Lowriding club brought along to show off for the day.

With a vast mix of cars, spanning from Citroën Picassos all the way through to American gangster saloons performing. Watching these hydro suspension-equipped beauties hopping around is a sight that never gets old. The sun shining almost all day made it feel even more like we were standing in Snoop Dogg's back yard.

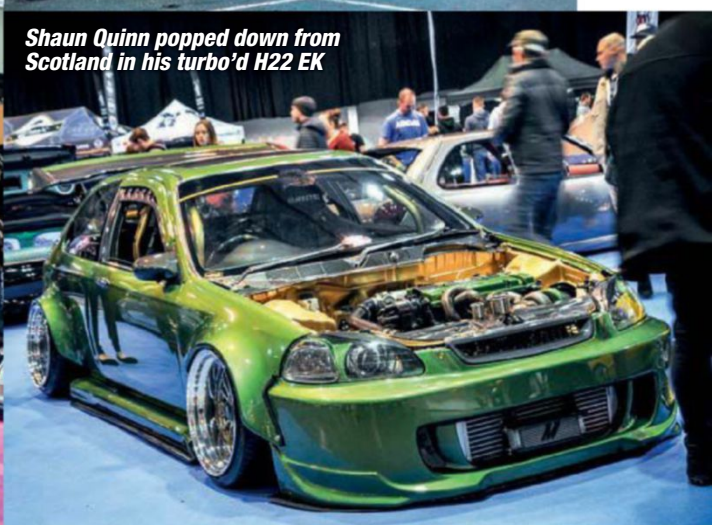


BUTTON BASHING

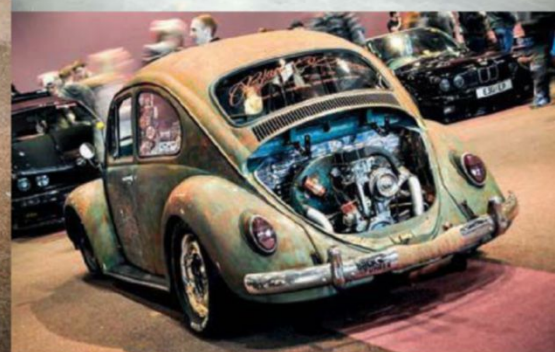
One of the countless über-cool features that sets Ultimate Stance apart from other shows is its array of retro arcade games it sets up in one of the venue's halls. What's more, they're all free to play! Now excuse us, we're off to try and get our Testarossa sideways on Out Run...



Shaun Quinn popped down from Scotland in his turbo'd H22 EK



So much want for this Beemer





THE WHEEL DEAL

Kenny Germeau built this supremely gangster Daimler in the space of a couple of weeks especially for the show, and managed to bag Wheel Whores' coveted Best Wheels award in the process, thanks to those killer Epsilon splits he's grafted onto it. A seriously menacing machine!



Remember this Lada 2103 from issue 381? Of course you do



Hoho's 3-Series keeps looking better and better. Just check out that M2 front bumper! Full feature coming soon



Retro two-tone Toyota Mk2 twin turbo certainly whet our whistles

OUT THERE: ULTIMATE STANCE



Scott Lennon and his Rocket Bunny-kitted 350Z. Stunning



Who'd have thought a Nissan Juke could look this good



FRESH AIR

Don't forget to venture into the car parks of Telford International Centre's vast grounds whilst at Ultimate Stance, where you'll find an equally as impressive array of slammed motors laid out. Amongst some familiar faces, we also spotted some fresh metal we'll be keeping a close eye on.



Robin Whitfield and his Bosozoku Sunny



Inspired wheel choice on this EP

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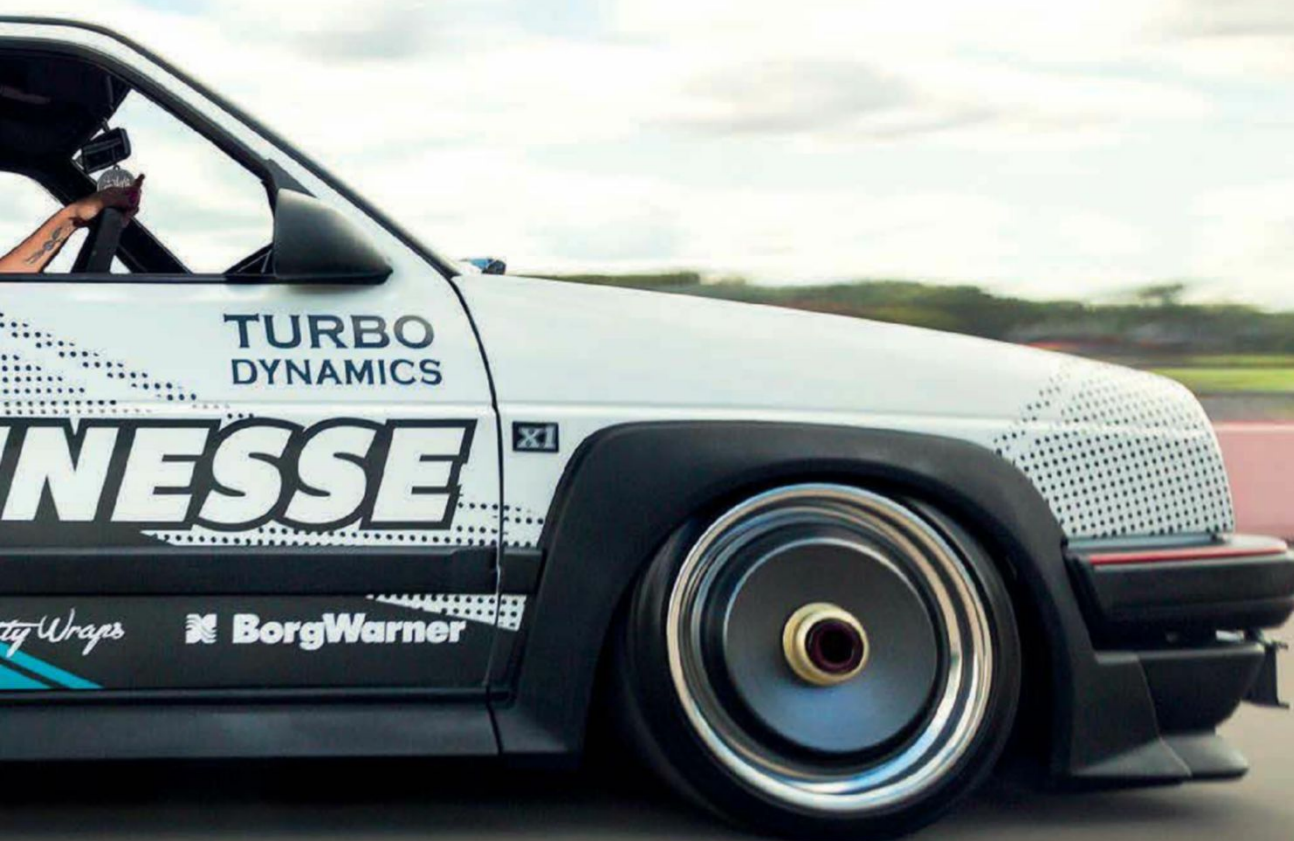


esales@vwheritage.com



A Little Finesse

Starting with just a (Kamei) bodykit isn't the usual modifying route. But it hasn't done James from Auto Finesse any harm...



The 1980s. The time of leg warmers, leotards and leggings, as well as the introduction of the Volkswagen Mk2. So what better shoot could there be than what you see sprawled across these pages now?!

This particular Mk2 is pretty hard to explain without pictures, due to its off-the-wall styling combined with motorsport accents. This mash up is the brainchild of the team over at car cleaning product company Auto Finesse (AF).

If you've been to any car shows this year, you've probably already seen the Auto Finesse stand and possibly already seen this exact car. Not only do they run a successful global business producing car care products, the car-obsessed team regularly take on ridiculous projects such as this one. And they always come up with the goods!

Head honcho James is no stranger to having cars featured here in Fast Car magazine, with the Volkswagen Caddy also gracing our pages. When you're into cars and modifying them, the Volkswagen scene in particular is one of the biggest in the UK, so

it's not surprising the Auto Finesse fleet has been quite Dub dominant with its fleet.

"The Mk2 is one of those cars that never gets old. But on the same token, it's been done, done and done again," James told Fast Car. "We try and do something different whenever we modify anything, no matter what it is. But it gets more difficult with popular models such as this one."

"It's funny because we never planned to do a Mk2. It's a long story, too long for this feature, but we ended up acquiring the kit from a mate over in Belgium and, of course, we then had to find a decent Mk2 to fit it to," James added.

Auto Finesse are renowned for turning things around quickly. This Mk2 was completed only a few hours prior to the 2016 Edition 38 show, taking just three weeks in total to do. Having known James a while now, it's safe to say he's not afraid of trying new things and the more radical the idea, the harder he gets. Er, so to speak!

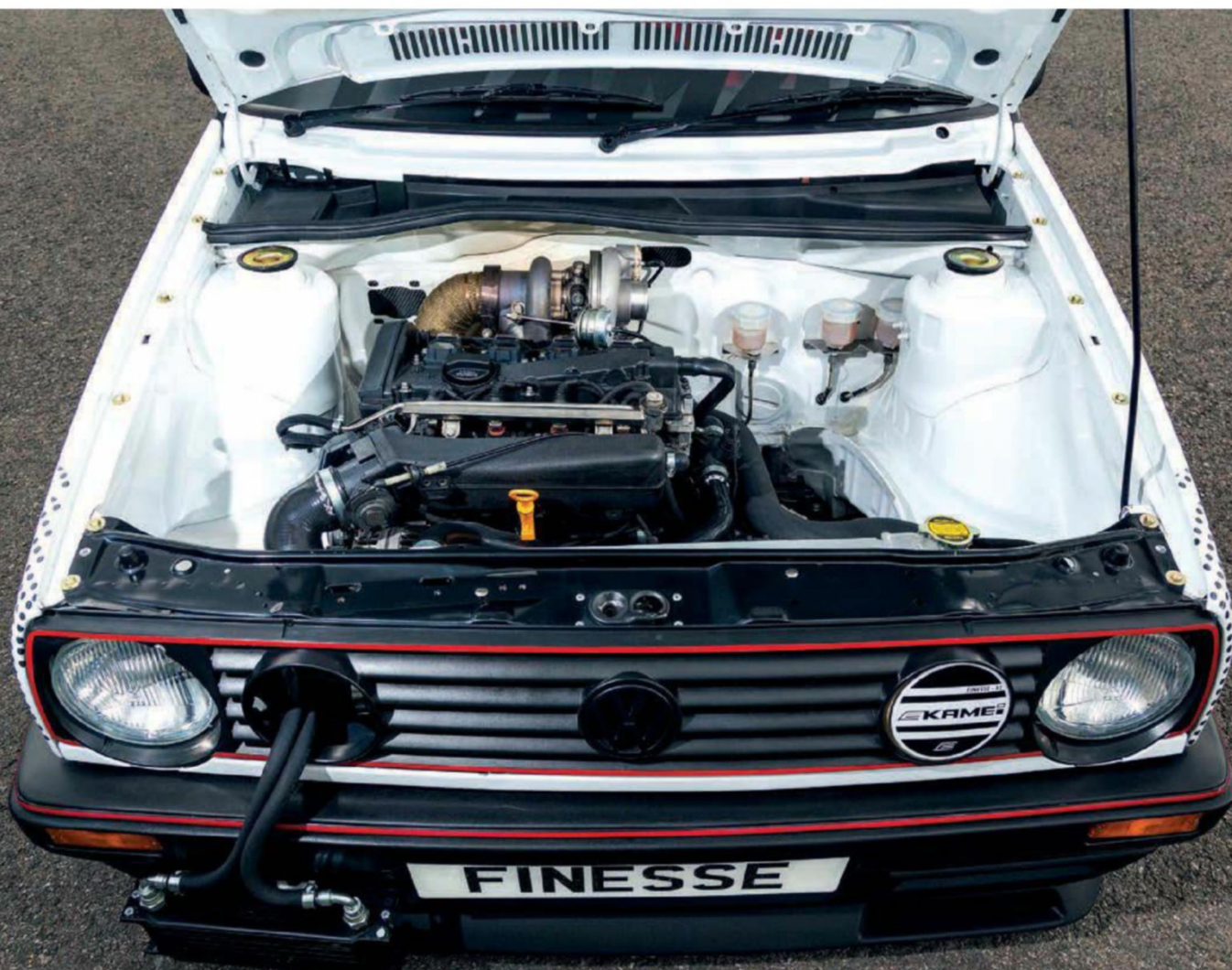
It's the Kamei kit that started it all off. Starting out as just a kit is probably the opposite way to how most builds come

about. Often as modifiers, we'll choose a particular manufacturer or model and then decide from there what we want to do with it. It's like choosing an outfit. You tend to have a key piece (often the biggest item) and you then build up around it. James happened across the kit as his key piece. Though not the traditional way of doing it, it's clearly worked!

"Over at the DUMPd show in Belgium – one of the best European shows I've been to – one of our Belgium friends asked if we fancied a new old stock Kamei X1 for a Mk2. Still boxed, with everything included. It was just too good and offer to pass up!

"It was as though someone bought it with the intention of fitting it, but never did. It had clearly been stored really well, too, because it was in perfect condition. We had our BBS car with us, so I reckon he assumed we'd just change that up, but it didn't go that way."

"The BBS car was one of our favourites and we thought it'd be cool to build a sort of sister car to it," James said. The guy James bought the kit off had every intention of using it himself, but ended up heading down the air-cooled route as opposed to the water-



“The Mk2 is one of those cars that never gets old. But it’s been done, done and done again”





cooled route of the Mk2. "Knowing I'd do the kit justice, he sold it to me," smiles James.

We know, we know, bodykits. You either love 'em or hate 'em. Ever since the noughties, they seem to have dropped off people's radars, with favour airing toward the wide arch look. Bodykits have always been an '80s/'90s thing, but they're slowly coming back, thanks to the AF crew. And it's a proper kit, unlike some we've seen over the years.

Founded by Karl Meier, Kamei was first famed for producing a 'horizontal stabiliser' or 'chin spoiler' – the first spoiler in car history – which he presented at the Geneva motor show back in 1952. Its X1 kit came later, but

runs off the same principle of aiding aerodynamics. It was shaped with the help of a wind tunnel, designed to aid air flow over the Mk2. "It's a kit that's not really been done on the scene and, naturally, I just had to get involved," James added.

Timing is everything so they say and, upon delivery of the new kit, James got wind of some freshly rebuilt Ronal Racing wheels from tuning and design specialists Racingteam Hofmann, in Germany.

Wheels and kit sorted, it was time to sort the body shell. "We really did get lucky with parts being available at the right time. But I'd say the key with any build is getting a clean

shell. If you have a clean base shell to work with, it shouldn't be too much of a money pit. Also key with our builds is keeping an eye out for unconventional parts," James said.

Talking about the shell. Now that James and the guys had the kit and the wheels, they needed to find the shell. One of the AF guys found a clean rolling shell, freshly painted in Miami Vice white, coming complete with a number of powder-coated chassis parts. "When we got it, though, the paint really wasn't all that great, hence the addition of the wrap," James told us.

As it was just the shell, there was still the interior and engine to find – all this three weeks before the Edition 38 show James planned to reveal the car at. Not only that, lows were a must. We're pretty sure Kamei hadn't even considered air ride when it produced the kit, but there was a fair bit of work involved to get the Plush-supplied Air Lift kit fitted and the Mk2 laying frame. If you were to look at the car on a ramp, you'd see that there's no plastic to catch on, so it really can be driven hard. Now, whoever said low and fast can't work?!

James has a bit of a problem when it comes to engines. He's a hoarder and, in this case, it's a handy problem to have. Lying around he had a 1.8-litre 20-valve turbo unit, which was soon sitting pretty in the smoothed engine bay! As it happened, this particular unit had already received a full rebuild, coming complete with stronger internal components. It wasn't enough to just fit it as it came, though. James added a BorgWarner EFR



Time to belt up?

JAMES BATTY (AUTO FINESSE)

James, you're no stranger to these pages and this Kamei-kitted Mk2 is awesome!

"Cheers. It's been an interesting one, let's put it that way!"

We can definitely see that. What's been the most interesting part of this particular build?

"The not knowing. There was never really a plan with this one. It just sort of came together."

Freshly rebuilt Ronal Racing wheels



Take a seat, you say? Don't mind if we do...



What a knob



Aaaaagghhhh!

Someone's not strapped in

HOT RIDE: AUTO FINESSE MK2 GOLF

turbo unit, with cast manifold and T25 flange, complete with DTA management re-map, and all mated to a Mk3 Golf TDI five-speed transmission with a Quaife limited-slip differential. There's also a VR6 clutch and flywheel, Wossner forged pistons, integrated rods, high-flow injectors and modified intake. With a standard bhp of 150, it's now running a massive 380bhp.

"It's not even as fast as it'll technically go. We can get more power out of the unit and turbo. But it's scary enough as it is to drive – it definitely keeps you on edge," James told us. A three-inch downpipe exhaust system from Track Slag, based in Newcastle-upon-Tyne, was also added.

With the engine gear all up and running, there were a number of exterior touches done to complete the build, including a Voomeran Cup rear spoiler, with carbon-wrapped blade and black end plates, and DTM mirrors. The Ronal Racing wheels (16-inch, et38, 8j up front and 8.5j out back) came with staggered fitment, with centre-lock conversion and lightweight magnesium centres, all lovingly wrapped in 185/40 Falken ZE912 rubber.

Plush sorted the air ride; 3p performance struts and management, with pressure sensors. Finishing off the exterior are a set of G60 brakes, with Goodridge hoses and an in-house designed vinyl wrap (fitted by Identity

Wraps, in Kent).

"It's kind of handy having the wrap. We have tip top paint with our Caddy, bus and so on, but having the wrap allows us to showcase how our products work on a different kind of surface," James added.

You'll be pleased to know the inside wasn't neglected, either. A set of Bride Low Max bucket seats were fitted along with a CAE gear shifter, Nardi wheel, aluminium pedal box, and flocked dash and headlining.

AF was born from James's 12 years of detailing experience and it's this experience that really translates to the products. He knows exactly what's required from each bit of kit and it's the same with the builds. He builds for the love of it as well as to gain the understanding of his customer base. Some brands just call in brand ambassadors to represent and be present on their stands, but AF like to be more involved than that. The cars are real conversation starters at any show and the intrigue translates in their huge social media following. Having picked up third-best Mk2 at the Edition 38 show, this build is definitely a job well done.

You may be pleased to hear this car is up for sale (enquiries to info@autofinesse.co.uk). If by some miracle, though, they still have the Mk2 in 2018, James has alluded to the addition of a roll cage. 🚗

TECH SPEC: MK2 GOLF

STYLING

Kamei X1 body kit; DTM mirrors; Voomeran carbon-wrapped Cup spoiler with carbon-wrapped blade and black end plates.

TUNING

1.8-litre 20v turbo AGU unit; Wossner forged pistons, integrated rods, high-flow injectors and modified intake; custom 3in downpipe exhaust system from Track Slag; Mk3 Golf TDI five-speed transmission painted black; Quaife limited-slip differential; VR6 clutch and flywheel; BorgWarner EFR Turbo, with T25 flange.

CHASSIS

16-inch all round Ronal Racing three-piece magnesium split wheels (8j front / 8.5j rear) with centre-lock conversion; wrapped in 185/40 Falken ZE912 rubber; Air Lift Performance 3P struts; G60 brakes with Goodridge hoses.

INTERIOR

Bride Low Max seats; stripped out rear; Securon harnesses; CAE gear shifter; Carbon fibre door cards; flocked dashboard, pillars and headliner; rear strut brace; floor-mounted hydraulic aluminium pedal box; Nardi Deep Corn steering wheel; gauges for boost, oil and water.

THANKS

Spanner man Matt Waldo; Identity Wraps; Plush; Track Slag; Turbo Dynamics; Voomeran; VW Heritage.

The Golf was awarded third-best Mk2 at Edition 38





WWW.AUTOFINESSE.CO.UK

Angle Grinder

Simon Lynn's camber angles have really been grinding people's gears. We'd say 'Come on, it's just a bit of fun,' if this hardcore Civic wasn't just so darned serious...





HOT RIDE: HONDA CIVIC EK



The UK's first Civic to be running double-digit negative camber on the front wheels



First impressions count. If you turn up drunk the first time you meet the in-laws, that's something they'll remember forever. The real, sensitive you, won't matter. You'll always just be a disreputable scumbag. And imagine if your first ever McDonald's burger was a Filet-o-Fish? That'd put you off the franchise for life and you'd never discover the timeless magic of Big Macs and banana milkshakes.

The point is this. While most of you are a pretty tolerant bunch, there's bound to be a number who'll look at this EK Civic's aggressive camber, think 'No way, that's ridiculous', and flip to another page.

And that would be a damn shame, and entirely your loss, as this outrageous creation is one of the most carefully crafted and beautifully finished Hondas we've seen in some time.

The story becomes even more intriguing when you realise how canny its owner, Simon Lynn, has been about putting the thing together. Every single part on the car has been sourced either through Facebook or from breakers yards, with parts being paid for by selling off the stockpile of parts he'd accumulated for his old EP3 Type R. The purpose of this EK was simply to have a bit of fun without blowing loads of cash, but you'd never know it from the trophy-winning finish.



Simon's automotive back-story is studded with modded motors, as you'd expect, with the most significant being the mint-green EP3, which he stripped to a bare shell with the intention of building the ultimate road-going Type R. But after the finished product had been on the road for a couple of years, he was itching for another project to dive into. And that's how this EK came about.

"Everything basically fell into place at the right time," Simon explains. "I was looking for a project around the same time that this EK was due to be scrapped. It had previously been a show car, and had not long been painted externally. But the guy had sold it on, it'd been stripped for parts, and it was really just the bare shell left. So I chucked in an offer! My good friend Jorge, who I share my unit with, had an EK Civic as a daily car, which had just failed its MoT. The perfect car to take all the necessary parts I needed to get this shell back up and running."

When you consider the magnitude of the task, this is really quite impressive: Simon's new 'car' (and we have to use the inverted commas, as it really wasn't a car in any meaningful sense) had no engine, loom, interior, lights, wheels and suspension. It really was just a shell on blocks. The ultimate Meccano set, if you like. Except without any instructions. And he had to find all the bits himself.

"I made a deal with Jorge for all the parts I'd needed, then set off to collect the shell," he says. "I had to take the suspension, hubs and wheels with me simply to build it up enough to get it on the trailer!" Getting it back to the unit and plonking it beside the other EK, the initial plan swiftly evaporated. While Simon had originally intended to simply swap the engine and interior into his car and drop it on some banded steels, he suddenly felt he might be able to turn it into something better.

So that's exactly what he did. Just to bamboozle the Honda nerds, the shell is a facelift one and the donor was a pre-facelift. Rather than allowing this to complicate matters, Simon simply swapped everything in wholesale, taking the opportunity to tuck



“It was like Meccano, without instructions.
And he had to find all the bits himself”

*Under the bonnet
muscle includes a D16
inlet, custom 3in
intake and a 4-2-1
shortened manifold*



HOT RIDE: HONDA CIVIC EK



MOMO wooden steering wheel and boss, plus Hybrid Racing gearknob



Smokin!



If these seats and harnesses look familiar it's because they used to live in Initial G's EP3. True story



Takata MPH-341 4-point harnesses and harness bar

and hide as much of the wiring as possible, also relocating the battery out of sight. While the shell had enjoyed a slick exterior respray, its engine bay hadn't been done, so Simon saw this as yet another opportunity for creative flair. Scouring the wares on Graff-City (a graffiti supplies company), he picked out Cyan Gloss and ordered a bunch of rattle cans, which he used to paint the bay along with the whole interior.

It really does look incredible. It proves that quality materials are only half the battle. It's quality work that pushes you over the top.

"Once the car was built up and rolling, it went on a set of 9 and 10-inch-wide Extreme Offset wheels," says Simon. "And a few rides into town showed me the engine was definitely going to need to be raised! In the matter of 15 miles it was pretty battered. The car was starting to come together and looked as though it could become something special. It just needed something different to set it apart from the rest."

It's at this point that GizFab enter the scene. A Skegness-based company who carry out custom fabrication work. Simon delivered the Civic to them along with an ambitious wishlist. And returned a week later to find some shiny new bits and lots of cunning mods on the car: shortened front camber arms, a shortened manifold and tucked-up exhaust centre section, the necessary engine raise, a 3-inch intake with Vibrant filter, turret tops re-welded, and a tie-down box fitted for the new battery location in the passenger footwell.

"At this point, I couldn't help but think it needed a special set of wheels," Simon continues. "A good friend of mine had just finished building some BBS for his EK coupé on hydros. He'd seen a new project car he wanted to buy, so after a few phone calls I was on my way to collect them.

"They barely fit on a car on hydros, let alone a static car! I bolted the wheels on and they were nowhere near fitting. With a lot more

cutting and a lot more rolling, we were just about there. But with a brief test-drive up the road, the car felt like it was ripping itself apart. After a bit of investigation it turned out that, thanks to the engine raise and extra camber, the driveshafts were binding. So my options were shortened shafts or more camber... and you know the answer to that one!"

With a quick shuffle through the parts store and another visit to GizFab, Simon found himself with the UK's first Civic to be running double-digit negative camber on the front wheels, which also neatly solved the driveability issues.

It's one of those rare occasions when going more extreme makes the car more usable, and it all happened just in time for the car's debut show, FittedUK. Sometimes things just work out, don't they?



“I bought it as a bit of fun. But
once the modifying bug gets you...”



Understandably the car is show use only



"The amount of attention it draws on the road is ridiculous," says Simon. "I thought it was mad enough in a bright, loud, mint-green Type R, but this is on another level. Pull up in a petrol station and people follow you in to take photos. I even got asked if the car could even move!"

There have been a few disasters along the way too. "Like losing my exhaust on the A1, running over splitters and totally folding front wings, but the end result has all been worth it. Yes, I only bought it as a budget build as a bit of fun. But once the modifying bug gets back in you, you can't help yourself!"

Never a truer word spoken. It's like having an evil worm in your brain. So it's all the more impressive that Simon's been so clever with this car – he always stayed true to the idea of having a bit of fun, and he never just threw money at it for the sake of it. It was done on a budget. But done right.

First impressions count. There's no denying it. But with a car that makes this sort of impact, the lasting image is equally important. Simon pulled a shell from the jaws of the crusher and turned it into a show-stopper. Love it or hate it, you'll certainly remember it. 📺



STYLING

Full respray in Nardo Grey; Cyan Gloss interior and bay; smooth tailgate; all-red rear lights; Type R rear lip; USDM headlight kit; tilted Spoon carbon-fibre duckbill spoiler.

TUNING

D14A4 1.4-litre SOHC; D16 inlet; custom 3in intake with Vibrant filter; 4-2-1 shortened manifold; billet engine mounts; custom engine raise; full Buddy Club Spec 2 exhaust system; aluminium radiator and slimline fan; Hybrid Racing oil cap; various dress-up bolts; JS Performance hoses.

CHASSIS

9.5x15in (front) and 10.5x15in (rear) BBS RM wheels; 185/45 (f) and 195/45 (r) tyres; BC coilovers with custom spring rates; extended lower control arms; shortened front spindles; Skunk2 Pro Series front camber arms – modified and shortened; rear camber arms shortened; Skunk2 rear lower control arms; BWR subframe brace.

INTERIOR

Takata bucket seats; ultra-low seat rails; Takata MPH-341 4-point harnesses; harness bar; rear strut brace; cargo net; fully stripped and painted Cyan Gloss; MOMO wooden steering wheel and boss; Hybrid Racing gearknob.

THANKS

Thanks to my wife Hayley, for putting up with my weird obsession of spending money on something you can barely use!; GizFab for the fab work; and the Ghettoxrkrz fam.



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Fast Facts

Sizes: **17 and 18-inch diameters**
PCDs: **5x130, TBA**
Offset: **Custom**
Finishes: **Satin Black, Satin Silver**

MOMO HERITAGE 6 From £370 (each)

We're pretty sure racing driver Gianpiero Moretti never imagined MOMO would become the huge, multi-national firm it is today when he commissioned his first steering wheel back in the early 1960s.

It's fair to say though, MOMO may be a huge corporate body, but unlike many, they're not afraid to let their history influence their new products. That my friends, is what you call true pedigree in design. In fact, back in the summer, they took a huge amount of inspiration from decades past when launching their awesome MOMO Heritage Collection.

Now initially at least, this collection was limited to a range of six retro-styled steering wheels, and very nice they are too, certainly some of the finest we've ever seen. But the big news is that they're now expanding the range to the other type of wheels, the ones where you need four of the buggers. And they're kicking off 2018 with this all-business, motorsport-style hoop, the Heritage 6.

This classically designed six-spoker may be inspired by the MOMO racecars

from the '80s and '90s. It even has the trademark flat spokes and decals of their old-skool competition wheels. But make no mistake, this is a proper 21st-century rim. By using flow-forming technology for increased strength and a cheeky weight reduction, along with designing the inside specifically to fit over huge modern brakes, it's about as cutting edge as it gets.

In fact, the Heritage 6 is so hot off the press at the moment, all we know is it will be available in 18 and 19-inch diameters, in a satin black or satin silver finish and with a whole load of custom offsets to offer the best handling on any given motor.

As for PCDs? Well, we have a suspicion that 5x130 is covered for Porsches (How did you guess? – Jules) and we're told there'll be a whole load more coming up shortly. Perhaps most importantly though, what they've launched here is clearly one epic-looking wheel. We just can't wait to see what's next for the Heritage Collection!

www.momo.com



TOP TUNING GEAR!

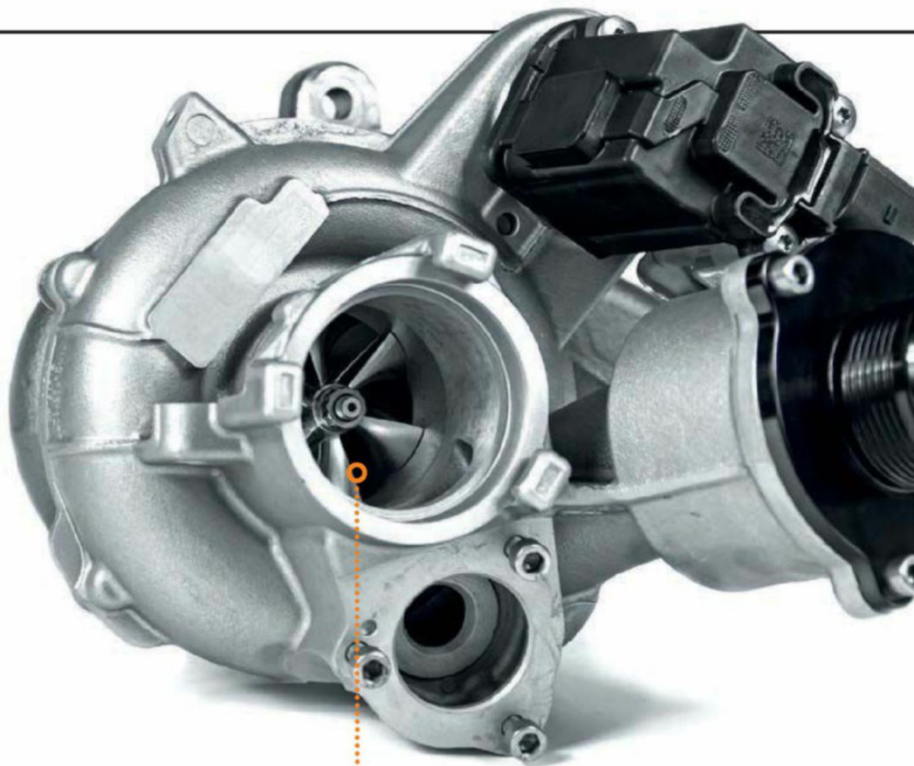
REVO IS38ETR VAG TURBO, FROM £2,238 (EXCHANGE)

There's no denying that the third-generation (EA888) VAG 2.0TSI engine, the one you find in the likes of the Golf Mk7, 8S Audi TT, Audi S3 8V and SEAT Leon Cupra 5F, is a work of engineering genius. But we all know what the best type of power is, right? Yep, MORE power.

Well, this new turbo is the culmination of two years of development from VAG experts Revo and could see you hitting the magical 500bhp mark sooner than you might think. Best of all too, there's no messing about with custom manifolds or exhausts to make it fit, or having to break open the engine and forge the internals!

As this item uses the stock housing with some rather fancy uprated internals (including a billet compressor wheel and uprated turbine wheel and shaft, integrated recirculation system and turbo muffler delete), the IS38ETR is a straight swap for the OEM item. So, with just a few supporting upgrades (like an exhaust, induction kit and intercooler), and spot of software fettling, you can be blowing away supercars in hardly any time at all. Revo's own Golf R was used for the development stuff and it consistently does 3.2sec 0-60s. Who doesn't need some of that in their life?

www.revotechnik.com



MISHIMOTO FOCUS RS INDUCTION KIT, £372

A performance filter or, even better, a full-on induction kit, are always our first port of call when it comes to bolt-on tuning. After all, getting more cold air into your engine is a sure-fire way of getting a tasty hike in horsepower and torque. It's basic tweaking 101, right? Well, it looks like Mishimoto have got in on the high-end intake game with this new realiser for the latest Focus RS. What's more, this item, designed to replace each core OEM component in the system, easily shows the same high-quality engineering we've come to expect in their huge range of intercoolers and radiators. Featuring a 3-inch turbo pipe (available in wrinkle nitrous blue, polished silver and wrinkle black) and an airbox designed to improve flow over the factory item by reducing pressure drop and sealing against the bonnet to keep out heat. This one not only looks the part, but can give gains of 12bhp and 15 lb/ft of torque.

It also comes with the famous Mishimoto lifetime warranty. Lovely stuff!

www.mishimoto.co.uk



POWER MAXED COOLANT SEAL, £10

Anything that contains real carbon fibre is always all right with us. That said, this is definitely the first time we've seen a coolant leak buster made of the stuff – it's obviously the Bugatti Veyron of the additives world!

OK, maybe not. But what is special here is that the carbon replaces the copper fillings that many products of this type use. So while it'll still search out leaks to permanently seal them, it won't clog up the rest of the system. Apparently, you can even use this as a preventative measure too.

Now what with the shitty weather, you might think cooling isn't the biggest problem at this time of year, but it's actually winter when most leaks rear their ugly heads. In the vast majority of cases this is due to heavily-diluted coolant freezing and expanding, because the water is overpowering the antifreeze. Anyway, a bottle of this stuff could get you out of trouble with any engine up to four litres, and we reckon that's got to be worth a tenner!

www.powermaxed.com

MORE TOP-NOTCH HOOPS

Velgen Forged VFMP6, From £1250 (each)

Look out, we thought. Here comes another lecture about having milk on our Weetabix. But no, bizarrely these rims have nothing to do with our Glenda (Are you getting confused with vegans again mate? – Jules). And everything to do with being some of the sweetest hoops ever to hit the street.

Velgen have carved out quite the reputation over the last couple of years and, although they make some pretty special cast wheels too, it's their forged offerings like the VFMP6 here, that have got tongues wagging across the Atlantic.

Getting a six-spoker right isn't easy. But boy have they done it with this one. Just check out those proper classy floating spokes for starters. Machined from 6061 T6 treated forged aluminium, the VFMP6 is available in any PCD and offset, any width between five and 15 inches and any diameter from 18 inches to a simply ludicrous 24!

Best of all, they promise to have your wheels produced and shipped in five weeks or you get them free. Top customer service. Gawd bless America! www.velgenwheels.com



Ronal R63, £TBA

Anyone who loves wheels knows German manufacturer Ronal is one of the most legendary names on the streets. They don't bring out a new design very often either, but when they do, they always make a huge splash! The new 8x18-inch R63 here is no exception.

Launched at Essen, it's pretty damn striking at first glance. But it's when you look closer at the intricate spokes and complex cutouts that you realise it's an even bigger jaw-dropper.

Of course, we've seen complex wheel designs before, but these are usually achieved by forging and then machining away loads of material. Ronal's new 'smart core' process however, means these sort of technical shapes can be cast right there in the mould, without compromising on the strength of the structure. It also means producing these sort of complicated designs is more economical than ever before, and they can pass on the savings to you.

Cheers for that Ronal. We're always skint in January! www.ronal-wheels.com



KAMBR 500X, £640 (set)

The guys at KAMBR Wheels are becoming well known for their crazy centre designs, which always seem to have a whiff of forged classiness about them – only with a thoroughly cast-wheel price tag. In other words, they make a load of slick rims that look more expensive than they actually are.

Well, it's more of the same with their latest offering. Although it has to be said that this cross-spoke skeleton design is pretty damn nuts, even for them!

Available in gloss gunmetal, gloss black or satin bronze, the 8.5x18-inch 500X can also be machined to any PCD between 5x98 and 5x120, meaning it'll fit 90-odd percent of the cars on the market. Looking for a reasonably-priced ET40 stormer, that makes you look like you've got a bigger credit limit than Bill Gates? Then look no further.

www.Kambrwheels.co.uk



JAPSPPEED VALVETRONIC CARBON-TIPPED EXHAUST, £2,359

Even when you go into the realms of brand-new, mega money exotica, there's still not many cars that are real-world faster than Nissan's GT-R. Of course, chances are most of us haven't got a cheeky R35 knocking about in our garage. Then again, none of us wake up next to Cheryl Cole every morning either, but it doesn't stop us dreaming!

It's much the same story with this mental new Valvetronic exhaust system. Even if you haven't got the motor to put it on (yet), you'll still appreciate that this one's a bona fide turbo-back work of art. Dyno proven to give an extra 43.5 bhp on an otherwise standard car, this stainless-steel beauty features a 3.5-inch bore, carbon tailpipes and some bloody clever valves which can be closed (via a remote keyfob) to quieten it down for early morning starts, long journeys or to comply with track-day noise regulations.

As an added bonus, if you do own a GT-R, the price includes next-day delivery because, well, proper supercar drivers aren't really used to hanging about, are they?

www.japspeed.co.uk



Lifestyle *Top Winter Warmers*



Japspeed Winter Bundle, £50

Still bloody cold outside innit? And if there's one thing we hate it has to be shitty, bastard, shitty, shitty cold weather (Not a fan then Midge? - Initial G). Anyway, the point is, all you motoring fans can help keep the chill at bay with this limited run of bargain winter bundles from Japanese car maestros, Japspeed.

As you can see, the set includes one of their super-thick branded premium hoodies, a slice of bobble hat action to keep your noggin toasty and, perhaps best of all, a set of their top-notch mechanics gloves. We can certainly see those being useful for all you DIY modders at this time of year, eh? As sweet winter bundles go, you get plenty of quality gear for just 50 nicker here. Like mother always says, "Wrap up warm, my lovesies".

www.japspeed.co.uk



so Pump, £150 (full set)

No one can deny they take their posh coffee rather seriously on the continent and it's something that's steadily, ahem, filtering down to us tea-drinkers here in the UK. So, if you prefer moistening the bean rather than dunking the bag (OK, that's enough now - Jules), this new portable espresso maker could be right up your street.

Designed in France and engineered to conjure up the perfect espresso on any roadtrip, the Handpresso Pump (which has to be the best name for any 'personal' device since the Fleshlight), may be new to our little island, but these sort of devices are practically standard equipment abroad nowadays. Everyone and their pet poodle has a full-on coffee machine in their motor.

Containing all the gear needed to keep your eyes wide open on those long jaunts, or simply to warm your cockles when you're out and about doing a spot of winter modding, it may be a little sophisticated for a few of us FC monkeys, but some people like that sort of thing. Coffee-lovers rejoice!

www.handpresso.com





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Heavy-Duty Wiper Arm Puller

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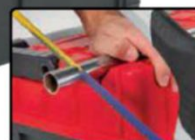


- Maximum Opening: 28mm.
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MG803L	Large	£27.45	£16.95	£20.34
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VS2006	12tonne	615mm	£76.95	£54.95	£65.94



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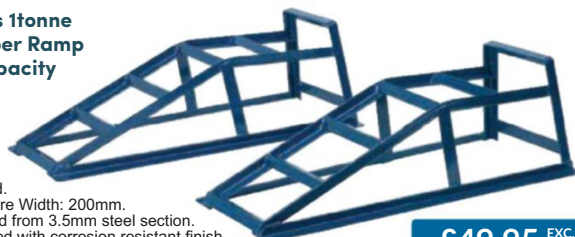
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Auto Finesse Dressle



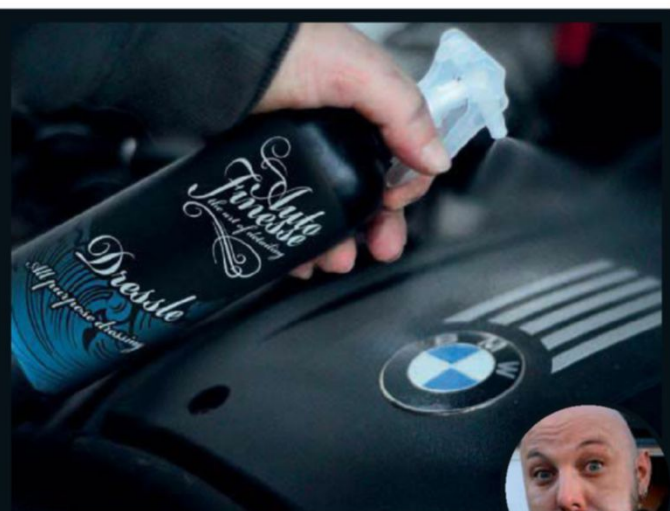
When we think of final finishing products, it's normally tyre shines, trim restorers and dash dressings that immediately spring to mind, along with a load of LSPs and paint protection products.

What they all have in common though, is they're specifically designed to do one job. That's not to say they do it badly of course. Many are very good indeed. But, they all have a very clear focus, and often that leaves out a load of the smaller,

or more awkward parts of the car, parts that we don't always think of detailing right away.

Anyway, this is where Dressle from Auto Finesse can help you out nicely. This one's a master of all trades, jack of none.

PRICE: £11.95 (500ML)
www.autofinesse.co.uk



Midge's Verdict

The Product

Dressle is described as an 'all-purpose dressing for interior and exterior trim', which made us smile because surely that's all the trim, right? Still, what's not immediately obvious here is that things like engine bays and wheel wells are included in that. In other words, the other bits and pieces we all tend to forget when we're looking for finishing products. When they say 'all-purpose', they certainly mean it with this one.

The key to this formula is that it contains no oils, waxes or petroleum distillates. It is, in fact, water-based and that makes it gentle enough for use of any plastics, rubber or vinyl trim, along with metal and painted surfaces. Again, that's pretty much all of them. What it means though, is that you don't have to worry about getting the product on sensitive areas under the bonnet or inside the car. You whack it all over and away you go.

What's also interesting is that Dressle is packed with UV inhibitors to help prevent the dreaded fading on plastic parts. This one's not just about looking good. After a couple of hours curing it sets hard, and that means it doubles up as a protectant. It also means your blacks stay black for longer, and for just under 12 quid for a half-litre, that's a lot to ask from any product.

The whole point of a product like this is that it's quick and easy to use on all the most awkward bits of your car. I mean, it's all very well having acres of paint to wax, or splattering a bit of glass cleaner around here and there, but where this one really comes into its own is on the really annoying stuff.

We all know how soul-destroying it can be detailing finicky engine bays or front grilles (especially the intricate modern honeycomb items). These are all a right bastard to finish! Dressle certainly lives up to the easy-to-use ethos – I guess effortless would be the word here. You simply spray this stuff all over, leave it for a few minutes and buff off any excess. It really is that easy. Shit, most of the time you don't even need to wipe it. It's the epitome of a spray and walk away product.

Let's not forget the actual finish though. There's no point being easy if it looks rubbish. But one thing you can be 100-percent confident on is that the results are top notch. Perhaps the best thing here is that, unlike many trim dressings, it's designed for use inside and out. That means the finish gives an understated, naturally clean look. You get a deep, rich satin sheen that's dry to the touch, rather than the sticky wet-look associated with many separate trim dressings and tyre shines. Come to think of it even some dash cleaners have this problem.

I think it's particularly amazing for a quick under-bonnet spruce up. But that said, it's pretty damn amazing on everything else too. What we've got here is a real master multi-tasker.

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If you're forcing more air into the cylinders, it stands to reason you'll be creating more exhaust gasses and these need to escape more quickly and efficiently. That's where a free-flowing exhaust comes in. It's one of the all-time great mods and comes with the added bonus that, if you get it right, you'll not only gain more power, but it'll look and sound pretty tasty too. In other words, you don't just want one, but you'll need one, too.



MATERIALS

Standard exhausts are made from mild steel, which while pretty resilient to knocks and scrapes, is cheap and rusts like a bugger over time. Nowadays most aftermarket exhausts are made from stainless steel which doesn't rust and will pretty much last longer than the life of the car. There are, of course, more exotic options for seriously mental applications too. Titanium exhausts are ridiculously light and pretty-damn spanky to look at. But will easily cost you an arm, a leg and quite possibly your left bollock, too.



APPLICATIONS

All exhausts are vehicle specific. You can't just buy a load of pipe and gaffer tape your own together. That said, whether you go for a custom made or off-the-shelf item, it will fall into one of three main categories...

CAT-BACK SYSTEMS

All cars made since August 1992 require a catalytic converter to get through an MoT emissions test. So a cat-back system leaves the cat in place and bolts on right after. A larger bore midpipe and backbox take away most of the restriction created by the standard system and free up a few horses.

BACK BOXES

As the name would suggest, these are just the rear section of your system and, although you'll get a slight performance gain, they're more for image really. Giving you a nice shiny tailpipe and a bit more noise.



TURBO/MANIFOLD-BACK SYSTEMS

For pre-1992 cars, some imports and where free-flowing goodness is the goal, a turbo or manifold-back exhaust will see the biggest gains. These replace the whole system including that mega-restrictive cat and therefore, on newer cars, won't be MoT friendly.

BORE SIZE

Pipe diameter is important because if it's too small not enough exhaust gasses can escape, limiting an engine's power. That said, bigger isn't always better. Smaller-diameter pipes, while more restrictive, mean higher gas speeds, which help the scavenging effect on normally aspirated cars.

This is when the gas pulses on exiting the pipe, helping to suck the following gas out far faster than it would naturally. It's this that makes designing N/A exhausts a balancing act.

For turbocharged lumps it's much simpler. Larger diameters are the king and for supercharged engines, which need a little scavenging while off boost, it's somewhere in between.

Unless you're pushing more than 350bhp though, a 2.5-inch bore is normally more than sufficient. Up that to 3in if you're looking at 550bhp and a whopping 5in if you're building a weapon of Armageddon.



When you give your car a vindaloo



GET 'EM HOT!

Exhausts work better when they're hot, because warmer gasses move faster. If you've ever had a mutton vindaloo you'll know what we mean. And that's why you'll find many racecars and big tuner motors with exhausts wrapped to keep the heat in. If you're really feeling flush, ceramic coating can be had for less than the cost of a semi in Scunthorpe (not much less mind).



TAILPIPES

It's not just the exhaust bore or the amount of silencers in the system that changes the note of your exhaust. The tailpipe design is pretty important too. Generally speaking larger pipes give more noise, and that makes it worth considering where you point 'em too. Think of it like a trumpet sticking out of the back of your car. Choose your style with your ears as well as your eyes!



MANIFOLDS

Another worthy addition to your exhaust setup is a tubular manifold (or a 'header' if you happen to be American or Australian).

V-configuration engines need one per head, while on most four- and six-cylinder engines, a stainless steel or mild steel tubular manifold will bolt to the exhaust side of the head, replacing the standard, usually cast iron, item.

On the Scooby's Boxer engine the manifold bolts underneath, but the principle is still the same. Not only saving weight, but also improving gas flow for significant power gains.



DUMPING THE CAT?

The fact of the matter is on some cars a simple downpipe or de-cat can give you an instant 20bhp hike. This is because they replace the most restrictive and power-sapping part of your exhaust system, the dreaded catalytic converter.

On a turbo car, a downpipe will generally bolt onto the turbo and on other cars straight to the exhaust manifold. Remember though that pretty much every car needs a cat to get through an MoT emissions test. So replacing them is for, ahem, 'off road and race use' only. If you catch our drift.

THE PLOD

In the UK there's no maximum noise limit for exhausts on production cars, only on kit cars and motorbikes. It's an offence, however, to modify your exhaust to be louder than standard, so don't go too mental. If you're shaking shop windows, you take your chances with the fuzz.

GAINS

How much power you get all depends on what you start with. You'll see a gain from just about any aftermarket exhaust, but how many raging horses? That depends on the design and how much standard restriction it has taken away. Again, just be realistic and you're less likely to be disappointed.

GET ONE

Milltek Sport – www.milltek sport.com

Scorpion – www.scorpion-exhausts.com

EMP – www.empperformance.com

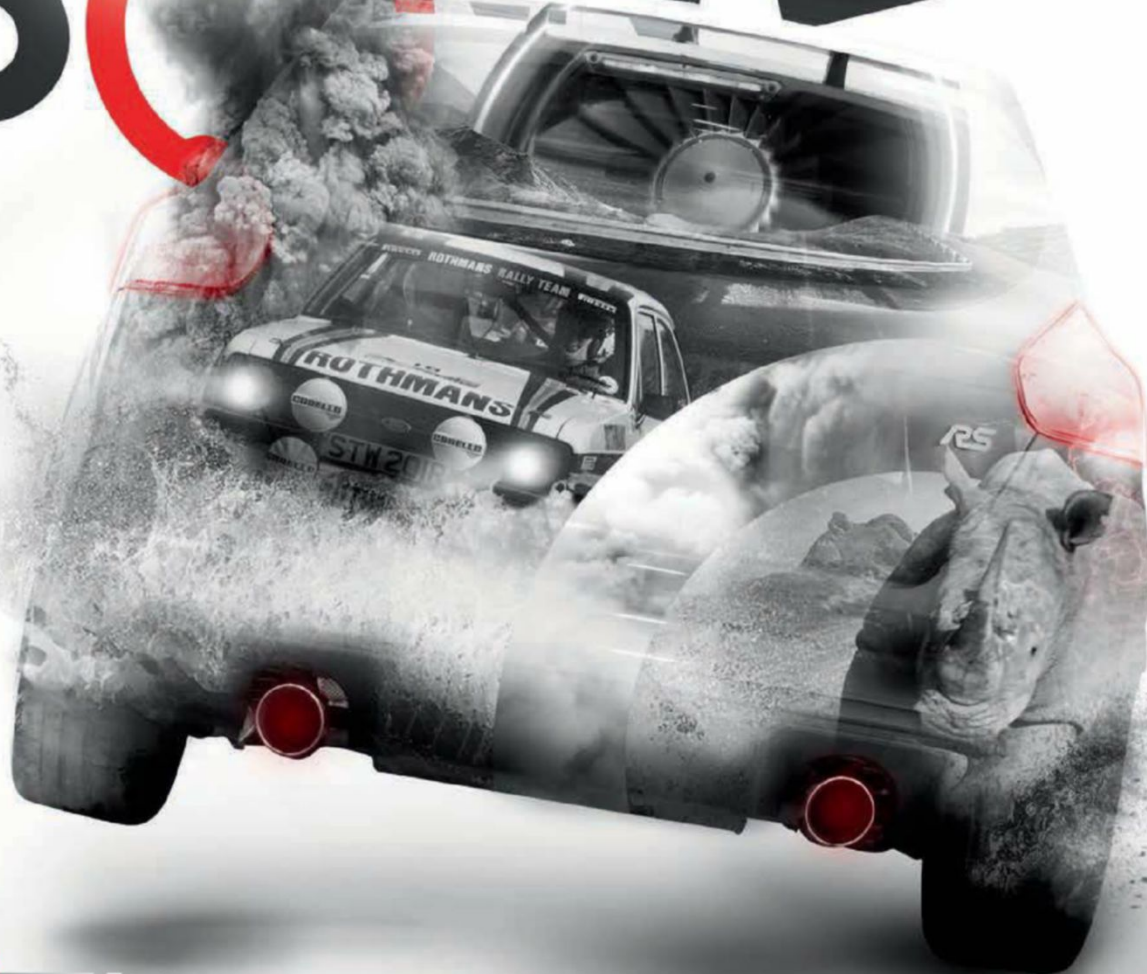
Cobra – www.cobrasport.com

Powerflow – www.powerflowexhausts.co.uk

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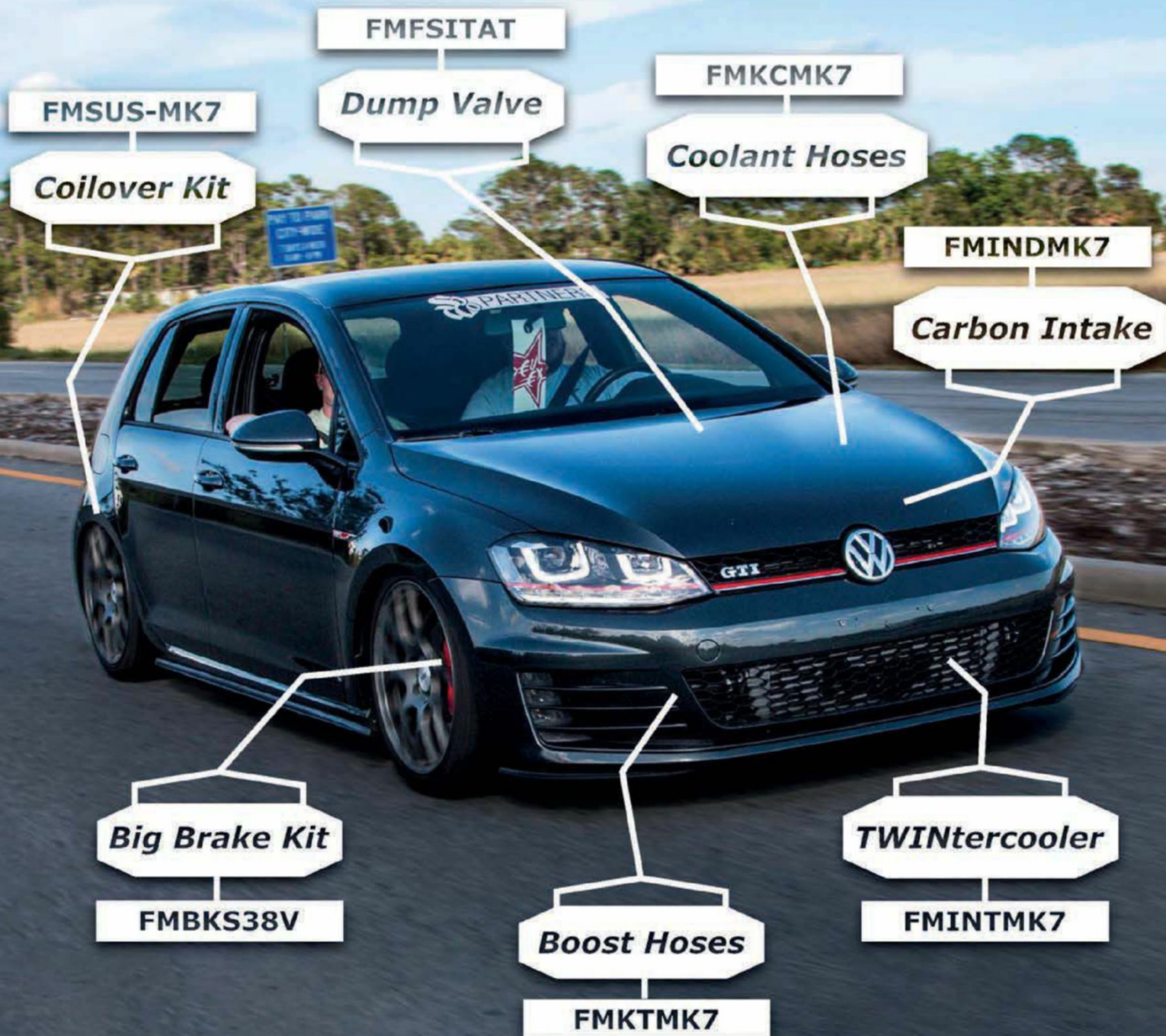




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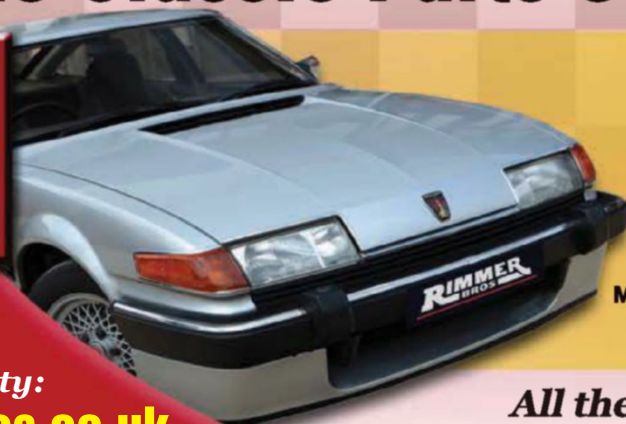
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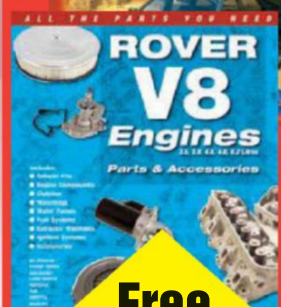
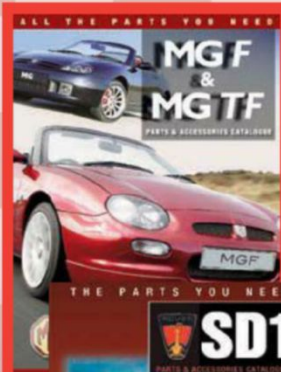
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Like A BOSS

Jules wanted something powerful and comfy. So why didn't he end up in a sensible Jag or a Range Rover? Because he's the boss, that's why...

You always dread that tap on the shoulder, don't you? You know the one. When your boss says 'Hey, I'm going to shadow you for the morning so we can assess your progress,' knowing full well that the morning is your set-aside Facebook time, with occasional forays into dream-shopping on Auto Trader. Or when your supervisor suggests that perhaps you might like to submit your week's timesheets to the board, so you can prove your worth. You know you're good at your job. But when someone's watching? That's a whole other story.

So when boss-man and Fast Car head honcho Jules casually slips into the conversation a loaded little nugget like, 'Oh yeah, and can you write the feature on my Beemer? No pressure', you know that the pressure's cranked up to the goddamn max.

Fortunately, I know Jules's Achilles heel. It's a sumptuously padded leather armchair by the fireplace in the Dog & Duck. So I distracted him with some shiny things (if you're ever in a sticky spot with a meeja type, shiny things always work), and led him down to the warming embrace of the tavern. A couple of pints of seasonal ale, then a couple more for good measure, and I had him in my clutches. Easy meat.

So, big dog, let's begin at the beginning. What on Earth got you all fired up about cars in the first place?

"Funnily enough, I've owned a few modified cars in my time," he grins, easing himself deeper into the studded leather upholstery and shuffling off his shoes, warming his toes in the wood-fire's mellow pre-Christmas glow. "Even before I worked on the magazine I was obviously into the scene. My first car was a Nova GTE, then a Mk1 MR2, Calibra Turbo, Honda EF Civic Si, couple of Mk4 Supras, all before I was 23. My dad worked at a big insurance company, that's how I managed to get insured on the hot cars at a young age. Are there any more of those pork scratchings?"

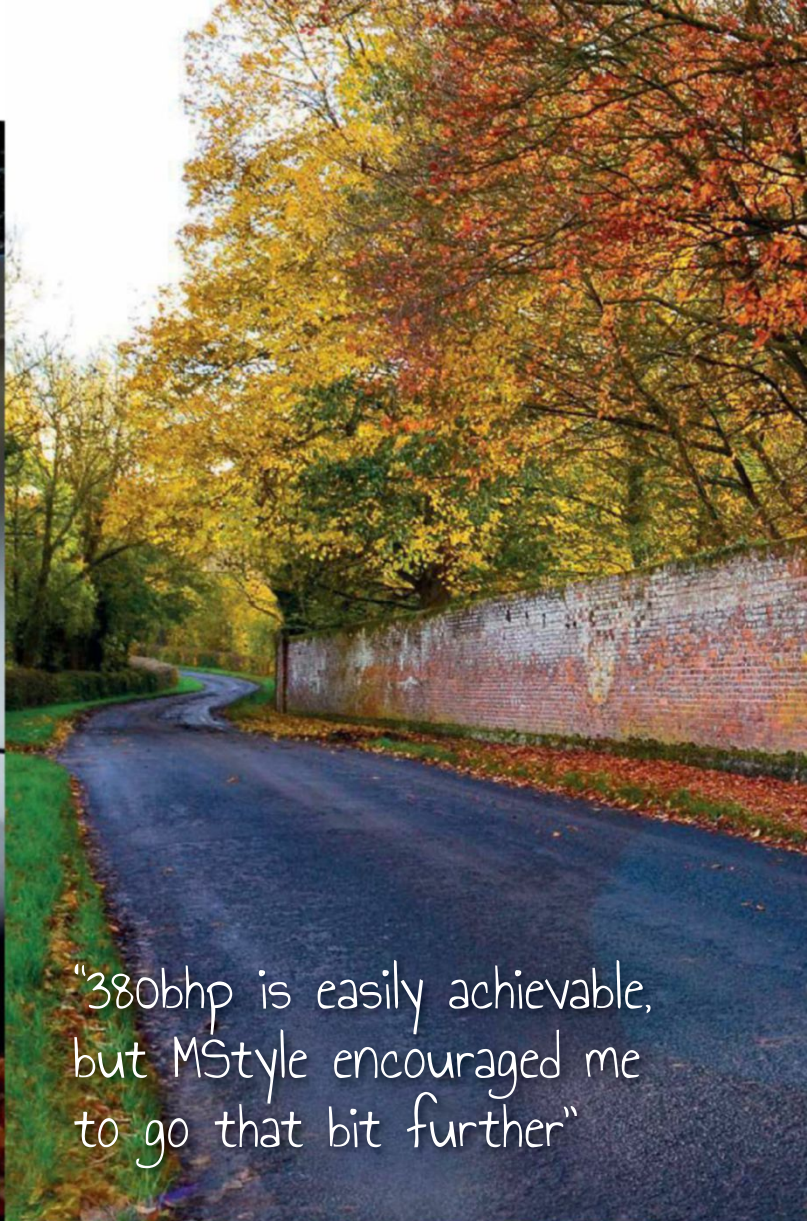
I beckon Vince over. Vince is the barman. He knows the score. Salty pig-snacks flow like a waterfall.

"You don't look much over 23," I leer, smarmy as hell and transparently angling for a payrise. "So what happened next?"

"Well, I sold the Supra to pay for a house deposit," he explains, artfully sidestepping my fawning by pretending to be a grown-up.



Those handsome, genuine one-off (possibly) three-piece hoops



"380bhp is easily achievable, but MStyle encouraged me to go that bit further"

"It was then a long journey of building my cars and funds back up again! I started by buying a fucked MR2 Turbo off a colleague for £500, while having an IS200 as a daily. I spent two years building both of those before selling them and buying a BMW 330d. Again, I spent another two years on that project, which then brings me on to this one..."

This revelation comes frankly as a relief. I'm sure diesel has a place in this world for, um, transatlantic shipping and long-haul freight, but fast cars? Gimme petrol any day of the week.

"I see your point," says Jules.

Shit, did I say all that out loud? I give Vince the nod again and a couple of ice-cold lagers appear, along with some cheeky single-malt chasers. Let's just ignore the fact I inadvertently slagged off his old ride. Sorry Jules. Diesel's... diesel's fine. "But then you bought a 335i," I say. "Strong choice."

He doesn't need my approval, but tactfully accepts the compliment with a nod. "Yeah, I hadn't owned a properly fast car since the MR2," he concedes. "That had about 400bhp with nitrous – I nicknamed it 'The Coffin' – and I loved the comfort of the 330d, so I figured I wanted fast, tunable and comfy. The 335i is all three." You really can't argue with the logic of that.

Vince has started scrawling the specials on the wall, so I amble over to check out the chalked board of fare and leave Jules to bash out a few emails on his phone. (I assume so anyway. He might just be playing Tetris.)

"Go on then," I say, sitting beside him a few minutes later with half a dozen pints of Pride and a sodding great basket of chicken. "Where did this 335i come from?"

"eBay," he shrugs. "Looked around for a bit, slung in a bid on this one, won it on my birthday. Bosh. It had kerbed wheels, mismatched tyres, needed a bit of TLC. Good project fodder."

Fair dos. Now's not the time for talking though. The chicken's getting cold.



There's gold in them thar wheels

Coming up for air half an hour later, we get Vince to dig out the darts and rustle up a couple of gin-and-tonics.

"Tell me about the build, then," I say, reasonably convinced by this point that Jules has forgotten he'd asked me to write this feature. I try to blindside him with a treble 20, but instead sail the dart right through the open window. Bollocks.

He either doesn't notice or simply gallantly ignores it. "I'm not scared to get the tools out and work on my cars," he reasons. "But this project felt a bit more proper. I felt the car deserved more. So for once I decided I was going to chuck a fair chunk of cash at the car and get it worked on by the people I've known for years, the top dogs in their respective industries."

"The plan from the very start was to give the 335i more power, and 380bhp is easily achievable with the right breathing bolt-on parts and a remap. But Paul Emmerson at MStyle encouraged me to go that bit further."

We both know that he needed little encouragement. And we also know that one of Paul's customers at the time had just written off a



*No wrap in sight
– it's painted Frozen Grey*

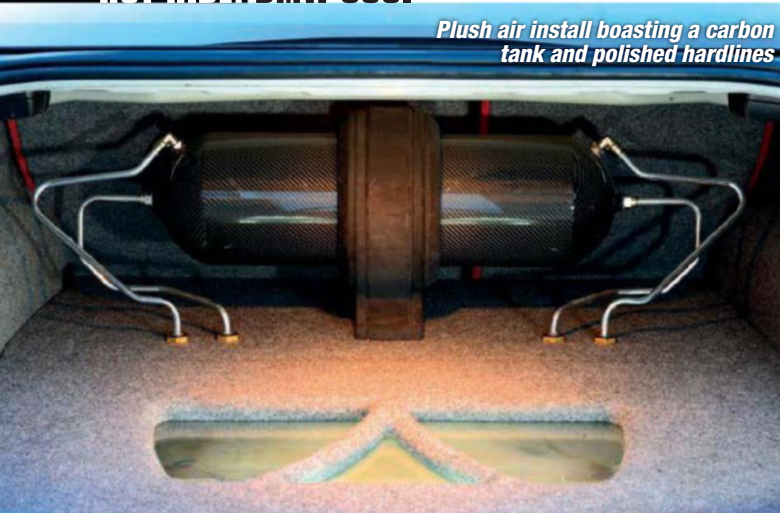


*Almost as clean as a Slim
Jules dinner plate*



HOT RIDE: BMW 335i

Plush air install boasting a carbon tank and polished hardlines



335i with some tasty mods, so Jules was able to pilfer the hybrid turbos and downpipe at a decent rate. Having got on the blower to Milltek and Forge and sourced a few other bits, the rest was history.

"So now it's at 450bhp," he smiles, effortlessly lobbing his darts into a three, a three, a five. "Faster than an E92 M3. D'you fancy going to a club?"

"Yeah, sure." We bid farewell to Vince and jump in an Uber. A mere Prius whisper and we're at The Faltering Leopard, where Jules appears to be a member, and security whisk us inside. Pink muppetskin furniture and pounding Eurotechno. It's horrendous.

"Tell me about the air-ride," I yell, after we've smashed back a clutch of ill-advised Jagers.

"Ah, it was a no-brainer," he says, somehow elevating his soft, dulcet tones above the penetrating bass. "Air Lift supplied the parts and Luke at Plush did the installation. Air is awesome, but you really don't want to fuck about with it when it comes to the parts and installer." Tru dat.

"With Luke being in Leicester I decided to stay up with the car for the four days it would take to install," he continues. "It was cool to watch Luke's team at work and it was easy to see why they are regarded as one of the best air installers in Europe.

"I also found out why Luke is one of the best salesman in Europe too. The git. The car went in for a simple install and came out with 3/8 air manifold, two compressors, a carbon air tank and a hardline install – which I helped polish. While I was there, Luke and I worked out the perfect wheel specs for the car, which brings me on to those 3SDMs..."

We have to take a break from the convo at this point, as Jules is suddenly surrounded by groupies. This happens. It's the fame. You think those Big Brother divs have it bad? Try walking around in this fella's boxfresh Nikes for a week.

The bouncers shoo the flunkies away, which is a relief as I'm keen to get the lowdown on these rims. "I'd never owned a set of three-piece wheels, so that was another plan made from the outset," he continues, swigging from a Balthazar of Veuve that I don't remember ordering.

"It was just a case of choosing the right ones. Anyone who followed the build in my projects thread will know I changed my



mind a fair few times before I settled on the ones you see now! This all came about from a conversation with Kyle at 3SDM. He was just launching their new three-piece wheel range and was keen to be involved in the build. I told him what I wanted, he designed a few examples, and then we nailed the final design. So they were genuine one-off wheels! I'm not sure if they've sold any more sets since, but I'll play it ignorant and say they're the only set in the world. Get me some tequila!"

Christ. The man wants what he wants. So the Cuervo arrives. I'm slightly disappointed to note there's no worm in there. I also realise I've lost my notebook, and I'm having to remember everything he's said to me since the pre-Vince phase. I hope he doesn't read this too closely. I'm basically winging it by this point.

With the Cuervo despatched and the empty bottle Begbie'd over the railing, we ignore the ensuing screams and he powers on. "The car was back at MStyle while all this was going on, having a full makeover," he says. "The paint is a special-edition M3 colour called Frozen Grey. Although everyone thinks it's a wrap – it's quite funny watching people trying to find the vinyl ends, only to discover the car has been painted!"

"While it was there I added the bonnet, side lips and a few other extras. Paul pulled out all the stops and replaced all the rubbers on the car, as well as spraying the window surrounds in gloss black to key in with the other details."

We're getting some stink-eye from the bouncers by this point, as neither of us are wearing trousers and we might have mistaken a plantpot for a latrine. I steer Jules to the exit and we hail a cab.

He's in conflicted mood as we wait there in the amber light, snowflakes playing on the winter breeze. "I love how the car looks and drives now," he whispers. "It's subtle and classy, but it still has the wow factor."

He's welling up. "It wasn't just built for shows – I spent so much on it, it'd be a shame not to enjoy it."

Why so glum then, champ? Haven't you created something beautiful and unique? "Yeah, but I'm selling it to make way for the next one," he laments, mournfully. "It's just what I do..."

The taxi lights flash, and as he climbs into the passenger side Jules proffers a Cheshire cat smile of pure cheekiness. "Time for the next project, yeah?" he laughs, rubbing his hands together. And in a puff of diesel smoke, he disappears into the December mist. ■





TECH SPEC: BMW 335i

STYLING

Full respray in special-edition BMW M3 Frozen Grey metallic; MStyle gloss black kidney grilles; MStyle competition rear spoiler; MStyle Powerdome bonnet with GTR vents; MSport rear bumper and front splitter; gloss black side lips; gloss black details including window surrounds and roof.

TUNING

N54 3.0-litre straight-six; Forge front-mount intercooler; Forge recirc valves; hybrid turbos; Milltek exhaust; Mosselman Stage 3 remap; AR Design downpipe; MStyle carbon fibre induction system.

CHASSIS

9x20 ET35 (front) and 11x20 ET28 (rear) custom-made 3-piece 3SDM alloys with polished lips and hardware and anodised copper centres; 235/35 (f) and 275/30 (r) Advan Sport tyres; Air Lift Performance air-ride with V2 management.

INTERIOR

Red leather; hydro-dipped carbon fibre trim; M Sport roof lining; Plush Automotive boot build comprising hardline air install, carbon-fibre air tank, twin 444c Viar compressors and 3/8 Air Lift manifold.

AUDIO

Audiotec Fischer Match system comprising PP41 DSP amplifier, MS8B BMW.1 subwoofer and MS 42C BMW.1 speakers (front and rear).

THANKS

Luke and the boys at Plush Automotive; Paul at MStyle; Kyle at 3SDM; James at Yokohama; Carl Taylor, Corey and the gang at Air Lift Performance; Forge; VIBE; and last but not least, Sir Midge for helping me out of a couple of tricky situations when the car has misbehaved (see this month's projects).



Always a sign of quality



Jules only ever wears the finest leathers



V-ENGINEED CARS



V-engines have been around for as long as the car itself. Way back in 1889, Daimler were nailing together pop-popping V-twins, and the first V8s arrived on the scene not long after in 1903. In simple terms, a V-engine is so called because if you crack it open, crouch down and peer along the crank, you'll see the pistons being pushed diagonally up in two

banks, forming a V shape.

See, it's not a clever name. Just logic. An engine in this configuration can be less lengthy and less tall, which means they tick a lot of boxes when it comes to packaging. But we love them because they invariably make awesome noises. If you've ever heard a Morgan 3 Wheeler at full chat, its 2.0-litre V-twin thudding like hockey pucks in a Moulinex, the evocative vibration reverberates through your very soul.

Some of the coolest cars of all time have V-engines and we thought we'd pull together some highlights to show you a few of our favourites. It took a lot of discussion and whittling down (and in Midge's case, some astonishing swearing). But we've distilled it to five legends for each of the main Vee formats.

Yes, we had to leave the Honda NSX, Lancia Stratos and DeLorean DMC-12 on the cutting room floor – and that was just the V6s. No, we didn't have space for the Cizeta V16T because, frankly, we couldn't think of four other cars with V16 engines. And no, there are no VR6 engines here – we couldn't be faffed with the 'It's a V6 – no it's a straight six' argument again. Hey, if your favourite one's missing, why not pop into our social channels and point it out?

So here we are, then. The greatest motors ever to flick the Vee at passing traffic...

Nissan GT-R

We had to kick off with the GT-R, as it has one of the most eyebrow-raising engines ever crafted. The VR38DETT is a twin-turbo 3.8-litre V6, hand-built in a hermetically sealed, dustproof lab. It's pure sci-fi, made by nerds for nerds. The aluminium block has plasma-coated cylinder liners to reduce friction, while the IHI turbo housings are integrated neatly into the exhaust manifolds and the motor has a thermostatically pressurised lubrication system. All of this adds up to somewhere between 472-550bhp, depending which year of GT-R you buy. And they're absurdly tunable. 1,000bhp+ is easy peasy.

It's not just about the engine, of course. The GT-R is an improbably capable car: video-game handling, supernatural feel and, yes, it looks pretty damn aggressive too. We've seen some crazy things done with these cars, enough to shame any supercar. Who says you need a V12? This V6 brute is a living legend.



Ford Capri 3.0

If it's legends you're after, they don't come a lot more iconic than the brawny bent-six Capri. Sure, the later 2.8i was more powerful (its Cologne motor featuring fuel injection), but it's the gruff old Essex three-leetah that flicks our switch.

If you were swanky you could opt for the 3.0 Ghia; if you liked stickers on your sills there was the 3.0 S. Either way, you got a juicy motor that made the car rock from side to side while idling at traffic lights, and made a guttural roar when you floored the throttle – just as soon as the dumbass autobox realised you wanted to go somewhere.

This isn't a clever car. But it is a hilarious amount of fun. It's basically just a thumping lump of pig iron bolted to a chunky diff, with a pretty body plonked on top, and it always raises a smile. Strap on triple Webers to match your shiny medallions, you rebel.



Jaguar XJ220

The best thing about the XJ220 was that it had completely the wrong engine, and that really annoyed people. When the notion of a new Jaguar V12-powered supercar was mooted in 1990, the waiting list was four times oversubscribed with 1,400 customers paying a £50,000 deposit... But then quite a few of them demanded their money back when Jaguar said, 'Ah, hang on, we might actually put a V6 in it'.

These people missed out. As the XJ220's twin-turbo V6 was a howling lunatic of a thing. Derived from the Austin Rover V64V (as seen in the Group B Metro 6R4 rally cars), but of course heavily revised, it allowed the XJ220 to be, briefly, the fastest production car in the world at 212mph.

Snobs may scoff at the big Jag for its Metro engine and Rover 200 taillights, but they're idiots. The XJ220 is a straight-up hero.



Renaultsport Clio V6

There's something in the water at Renaultsport. Must be. LSD, most probably. They've churned out some brilliantly odd cars over the years, but few quite reach the daft-as-a-brush lunacy of the Clio V6. What manner of madman could take a few steps back from a Mk2 Clio, do that finger-and-thumbs-at-right-angles thing that artists do, and say 'You know what? I reckon we should shove a V6 in the middle of that.'

But that's exactly what they did. Instead of rear seats, it had a 227bhp 24v 3.0-litre V6 back there, while the bodywork was absurdly ballooned to accommodate a much wider track and a chassis that shared very little with its FWD counterpart. And what happens when you stick a big engine in the middle of a car with a very short wheelbase? It spins. Constantly. All the time. Proper little widowmaker, this.



Rocketeer MX-5

The Mk1 Mazda MX-5 is one of the greatest driver's cars ever built, there's no disputing that. Eager chassis, perfect gearshift, proper steer-with-your-bum driving position. Awesome in every way.

Aha, we hear you cry, but they only came with four-cylinder engines. You're right, they did. But a company called Rocketeer has given that a bit of a rethink.

What they've done is to hoik out the four-pot and replace it with a 3.0-litre V6 AJ30 crate motor, like you'd find in a Jaguar S-Type. So instead of 130bhp, you've got 250bhp and a lovely little rumble. It doesn't cock up the handling either, as it's actually lighter than the Mazda motor. Inspired.

V FOR VICTORY: V-ENGINED CARS

Rover SD1

The Rover V8 is such a ubiquitous engine. They can be found everywhere from the MGB GT to the classic Range Rover, via various TVRs, Triumphs, Ginettas and all sorts. The story goes that it originally began as the Buick 215 engine, used in various Buicks, Oldsmobiles and Pontiacs in the early 1960s. But they stopped making it because it was expensive to build, being made of aluminium. Rover's then head of US operations was at the Buick factory to discuss gas turbines, when he basically tripped over a 215, decided he fancied a bit of it, and bought the rights to the V8 for the UK.

Of all the cars it's appeared in, we reckon the Rover SD1 is the coolest. The front end was deliberately stolen from the Ferrari Daytona. They made incredible police cars (look up The Liver Run on YouTube) and they were awesome race cars too. If you're lucky enough to own one make sure you check out Rimmer Bros (www.rimmerbros.co.uk / 01522 568000) for anything you'll ever need.



Dodge Demon

The V8 is such an apple-pie icon of Americana, we could have easily filled this list with Detroit muscle and nothing else, so it took some narrowing down to arrive at this: the Dodge Demon.

If you thought the Hellcat was nuts, this is just on another level. The ultimate version of the new-wave Challenger, the Demon is a basically a road-legal dragster that you can buy from a dealership with a warranty. Its 6.2-litre Hemi has a sodding great supercharger on top, giving it a peak power figure of 808bhp on crummy American-spec 91-octane pump fuel. Imagine what it'd do on Shell V-Power...

The development team actually designed it to be a production car that could pull wheelies from a standing start. And the specs are insane: 315-section Nitto tyres (on the front too!), only one seat – unless you pay a dollar to add the other seats back in – line-lock, and a Power Chiller that hijacks the air-con to pre-chill the intercooler. Quite possibly the angriest car ever built.



TVR Chimaera

In Greek mythology, the slightly-differently-spelt Chimera was a creature made up of parts of different animals, which sort of makes sense here, as this TVR rocks a Rover V8.

Yes, we're back to the Rover lump again. But it's not in sensible 3.5-litre form. Early Chimaeras had a 4.0-litre version offering 240bhp, and the motor kept swelling over the years until the last cars off the line had monstrous 340bhp 5.0-litre V8s.

The thing only weighs a tonne, can hit 62mph in four seconds, and has one of the most gorgeous interiors you've ever seen, so it makes an excellent high-speed grand tourer. Well, until it breaks down. Which, because it's a TVR, happens all the time.

V8



Ariel Atom 500

The Ariel Atom is a hilarious creation. Whoever thought of bolting the engine from a Honda Civic Type R onto the back of a tangle of scaffolding, to form an ultralight road-legal track car, was some kind of twisted genius.

But even more ingenious than that, and far more twisted, is the Atom 500. This features a bespoke 3.0-litre V8 which is basically two Suzuki superbike engines running off a common crank (sort of – it's fiendishly complicated), and this gives it 475bhp. In a car that weighs 550kg. How bonkers is that?

It's got a power-to-weight ratio of 864bhp-per-tonne, which is double that of a Bugatti Veyron, and it'll do 0-62mph in 2.2 seconds. It's basically a GP2 race car with numberplates. How can this be allowed?!



Morgan Plus 8

Morgan have a reputation for being a bit quirky. Cars for eccentrics and, perhaps, people of advanced years. But this reputation is unfounded, as they've always been about the giddy hedonistic thrill of tearing about the countryside in small, beautifully handcrafted cars with engines that are clearly far more powerful than necessary. But what is necessary, really?

The current Plus 8 is a case in point. It features a 4.8-litre BMW V8, like you'd find in a 650i or an X5, mated to 6-speed Steptronic transmission. This serves up an almighty 367bhp in a car that weighs just 1,100kg. Sure, it's luxuriously trimmed with super-soft leather and sublime switchgear. But it's also got massive Rays alloys with vast AP Racing brakes peeping through. It may appear to be the sort of thing driven by people in paisley headscarves. But take it from us, those drivers are actually total headcases.



V10

Lamborghini Sesto Elemento

The Sesto Elemento isn't really a car. It may have most of the ingredients of a car, but look at it. It's clearly a spaceship, here to destroy humanity one laser-beam at a time.

Sesto Elemento means 'sixth element', referencing the atomic number of carbon. The reason for this becomes obvious when you squint at the bodywork. It's gorgeously raw carbon fibre throughout. This car basically took the Gallardo platform, stripped away everything you didn't really need (along with quite a few things you did), and resulted in an extraordinarily focused limited-run special. They only built 20 of these and presumably they're all tucked away in darkened rooms in private collections now. It's one of those gloriously pointless cars that isn't road-legal and isn't eligible for any race series. It's just for rich people to hoon about on private track days. And hoon they might, thanks to a fabulously shouty 5.2-litre V10 that kicks out a raucous 570bhp.

This car doesn't have any logical reason to exist. And that's just why we love it.



Bristol Fighter

This is one of the most inspiring acts of craziness ever carried out in the automotive world. Bristol have been flying under the radar for longer than anyone can comfortably remember with their belligerently weird cars. Often called 'The thinking man's Rolls-Royce', these extremely rare, hand-crafted, hyper-expensive and uber-luxurious cars often hid Chrysler muscle car engines under their ugly noses (because Bristols were always ugly – they didn't need to impress anyone). These were swanky saloons for posh connoisseurs.

And then, in 2004, Bristol surprised everyone by building a supercar, completely out of nowhere. It was a fibreglass coupé with gullwing doors and, astonishingly, it had the 8.0-litre V10 from the Dodge Viper in it. Which was just madness.

Obviously nobody bought it, because Bristol owners didn't want supercars and supercar owners didn't want Bristols. But what a machine! The Sport version had 660bhp! But they only built 13 Fighters, sadly. They also mooted a turbocharged version with 1,012bhp, but that was just silly and it never happened.



Audi RS6

We're head-over-heels in love with the second-generation Audi RS6. It's just such a ludicrous, unnecessary thing. It flicks our switch, big time. Snaps it off, glues it back on and flicks it again.

Whereas the Mk1 RS6 had a twin-turbo V8, the replacement model, built from 2008-10, had a 5.0-litre V10 hiding under the bonnet. And, c'mon now, that's just stupid. No family saloon car – or estate, come to that – should have that much engine crammed into it. People are going to get hurt.

Aha, but that's what's so special about it. It's only pretending to be a sensible family car. The RS6 is actually a cunning supercar in disguise, with an extra set of doors and a helpful amount of luggage space.

Out of the 8,000 V10 RS6s built, 6,500 of them were estates, which makes it all the more entertaining. Can you think of a more amusing way to terrify your family when you're off on a camping holiday? These things will do 0-62mph in 4.6 seconds, and the factory derestrict option unlocks 170mph+ potential. It's essentially a Lamborghini Gallardo engine bolted to a family car. Hilarious.



Dodge Viper

When you ask people to name a car with a V10 engine, the first answer will always be the Dodge Viper. This amazingly ridiculous car answered a question it hadn't actually occurred to anybody to ask – what's the next step onward from Detroit's love of V8s? Motor City has been pioneering bigger and better V8s for generations, but the Viper just laughed in the face of that and went full Spinal Tap. It's got two extra cylinders. So it's bigger. And bigger is better. Don't overthink it. That's as complex as it needs to be.

The first-gen Viper appeared way back in 1992 with its engine effectively being a Chrysler V8 redesigned and enlarged to 10 cylinders by none other than Lamborghini. It had a manual gearbox (that's right, in America, a stick!) seemingly made out of granite. And the car was really quite tricky to drive without fishtailing everywhere wreathed in tyre smoke. Just as a muscle car should be.

Oh, and the chief engineer on the project was called Dick Winkles. That will never stop being funny.



Porsche Carrera GT

Carrera GT is a pretty generic name for a Porsche – on paper, at least. But those who know, know. This is one of the most incredible and boundary-pushing machines the firm has ever produced. Even now, 15 years after it launched, it could pass for a brand new hypercar both in terms of looks and performance.

Its developmental roots lie in Le Mans racing and it was originally supposed to have a flat-six turbo motor, which is all very Stuttgart. But somewhere along the line they got all exotic and – after a Hollywood-esque montage of chaps in clipboards looking serious and road-testers howling prototypes around steep banking – the Carrera GT emerged blinking into the light, with a 5.7-litre V10 jammed into its spine.

With over 600bhp on offer, this sumptuous creation sold like wet wipes at a music festival, despite the half-a-million price tag. But then Porsche did something unprecedented: they stopped making it before they said they would. They'd promised to build 1,500, but when they passed the 1,200 mark they said, 'All righty, that's your lot'. As such, it's become something of a unicorn.



V FOR VICTORY: V-ENGINEED CARS

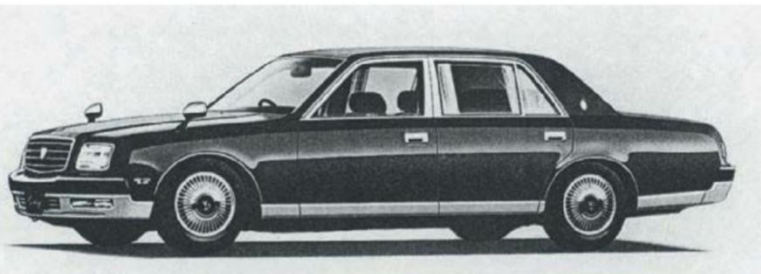
Lamborghini Miura

We had to start the V12 section off with the Miura, because it's the car that invented the term supercar. And that's not hyperbole. It's a solid-gold fact: this was the first supercar, the original, the don, the daddy.

What's curious is that the design process was significantly informed by the Mini. That may sound crazy, but the bods at Lamborghini were fascinated by the little Mini – that's why the Miura has a transverse engine with its gearbox in the sump. They brazenly stole the idea.

The Miura was so much more than that, of course. Those fluttering eyelashes, the sylph-like curves, the gentleman's-club interior – it was a game-changing statement of what cars could be. And it was also a real slap in the face for Enzo Ferrari, who was still steadfastly refusing to build mid-engined road cars on the grounds the public couldn't deal with them. This car put Lamborghini on the map.

OK, the nose lifts at speed, so you lose all the steering. And the carbs tend to spit fuel on the exhaust manifolds and set fire to the car. But just look at the thing. It's so pretty, you could marry it.



Ferrari 250 GT SWB

The 250 GTO is very much the hero car of the genre, often cited as the most expensive car in the world. They've been known to change hands for over £40m – and that's if they ever come up for sale. Only 39 were built, and they're jealously guarded.

But we've chosen its short-wheelbase stablemate here, the 250 GT SWB. Why? Because, aside from the aforementioned Miura, it's quite possibly the most beautiful car ever built. Plus it arguably handles better than the GTO (so we're told!) – it may not be quite as rare, but there were still only ever 176 of them. The Colombo 'Tipo 125' 3.0-litre V12 kicked out a meaty 300bhp, which was spaceship stuff in 1959, and these thundering battlers are still taking names on the historic race scene to this day. And just look at it! It's sensational!

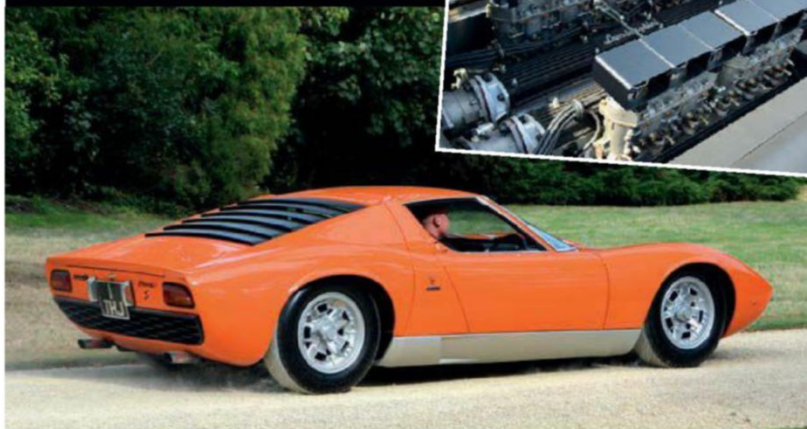


Mercedes-Benz CLK GTR

It's hard to describe the CLK GTR without drowning in superlatives and dissolving into a dribbling mess on the floor. It's just... barking mad. See, the road-going CLK was a mellow, sensible sort of mild sports car. Not bad, but not tremendously exciting. But that has very little to do with the fire-snorting CLK GTR, which was a homologation special for the FIA GT Championship in 1997. It's basically a carbon fibre and aluminium honeycomb monocoque with ultralight double-wishbone suspension at either end, a 6.9-litre V12 in the middle, and some zany body panels draped over it, which look like a seaside caricature of a CLK. It's an absurd thing to have as a road car, but as required by FIA regs, they did build 26 of these things with number plates and tax discs. Which is nuts, as they're full-on race cars.

How many bits of the regular CLK did it use? Just the grille, the headlights and a couple of dials. The rest of it was a 200mph+ psycho. And we're so happy it exists – the world needs this kind of idiocy.

V12



Toyota Century

The Toyota Century is one of our all-time favourite cars, and it's one a lot of you might not even have heard of.

Now they've just released a new one of these, and the original Century came out in 1967, and these versions both have V8s. But the icon for us is the second-gen car with the 5.0-litre V12, sold between 1997-2016. If you're a Japanese diplomat, or indeed the Emperor, this is what you get driven around in. No Rolls-Royces or Bentleys for them, the V12-powered Toyota Century is the ultimate statement of oriental opulence. It's a sensible-looking three-box saloon with factory air-ride, plush wool-cloth interior, and every electronic gizmo you can think of. And it's hella posh.

And just for fun – you know Top Secret, the iconic Japanese tuning house? They once built a Mk4 Supra with a V12 from a Century. It had 940bhp and a theoretical top speed of 250mph. Stewrth.



Lister Jaguar XJ-S

We've got a real soft spot for the XJ-S (pictured), because it's a proper underdog. Honestly, how the hell were they supposed to replace the E-Type – the car Enzo Ferrari himself said was the most beautiful car ever created?

It was always going to be a tough gig, and the XJ-S got a lukewarm reception at best when Jaguar shoved it into the limelight like a frightened lamb and said 'Look, we've done this'. People hated the flying buttresses. They thought it had a weird face.

Thankfully it sold in decent numbers though, and the crux of the matter is that 5.3-litre V12 – it had debuted in the Series III E-Type, but after five years Jag repackaged it as the V12 HE, the letters standing for High Efficiency. This meant 295bhp, which was fun, plus better economy, which meant people would actually buy it.

But that wasn't enough for Lister. They enlarged the engine to 7.0-litres, threw in Cosworth rods and forged pistons and some other stuff, and ended up with a 604bhp XJ-S that'd do 200mph. Yes, that actually happened.



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Top of the Pops

Adding branding from a certain soft drink to the bodywork of this SEAT Leon has transformed it from a respectable show car to an unforgettable machine that's receiving love from all corners of the globe. And it's also making us a bit thirsty...



We're always being told that money doesn't necessarily buy us happiness. And while we'll let you decide just how applicable that testament is to your own life, we will offer this small nugget of wisdom: an unlimited budget certainly doesn't guarantee that you'll walk away with an award at a car show.

Because while it goes without saying that a wallet-busting show car build is likely to be a pretty impressive sight to behold. It's thankfully much more about the creativity and thought processes a particular owner goes through, that determines if you've already forgotten about their pride and joy or not as you're rolling home from a show.

This phenomenon is something that both James Holland (the young man behind development of this rather eye-catching SEAT Leon here) and Dan Whitfield (now-owner of the car) have both experienced, after spending time with this rather orange creation you see before you. With all of its show-friendly mods allowing it to gain moderate interest at the events it attended, it wasn't until James applied one crucial alteration that the popularity escalated tenfold. And best of all, it didn't break the bank in the process.

The story begins when signwriter and vehicle-wrapper James picked up this second-gen Spanish hatch a couple of years ago. It may have been powered by a diesel lump. But it did sport that funky orange paintjob from the factory. And also came in the desirable FR spec, which meant a lot of the options boxes were ticked when it came to both exterior and interior goodies.



"It was one of those things where I said I wouldn't modify it, but soon changed my mind after seeing slammed Leons online," James explains how his first foray into VAG ownership soon opened up many modification doors to him that he just couldn't resist walking through. Based on his day job, it's somewhat unsurprising to learn it began by wrapping some of the car's shinier bits to a much stealthier gloss black hue to get the ball rolling.

Content with some small personal touches, James left it there for a few months, enjoying the way the premium hatchback performed on his daily driver duties in style. That was until his mate Tom put up an air suspension kit for sale, just before Ultimate Dubs...

"We both set out to get the kit fitted to my car over a couple of weekends," James explains. "At some points we ended up doing the wiring in a multi-storey carpark out of the rain. We had all the seats out in the carpark. The looks we got were hilarious!"

Brilliant orange



“We had all the seats out in the carpark.
The looks we got were hilarious!”



Eventually taking refuge in the much more accommodating workshops at his work to finish off the job, the lads were able to get the adjustable V2 suspension kit on and working at 2am the night before the show – fuelled with pizza and soft drinks, naturally. By this stage, James had also gone through his fair share of striking alloy wheels, which made the whole thing look the mutt's nuts when it was aired out at the prestigious indoor event the next day.

Next up came more subtly brilliant touches like the Triple R Composites splitters – slithers of gloss black on both the front and rear that really sharpen up the aesthetic. As well as those supremely sumptuous Raemco carbon fibre buckets, which make the cockpit feel no less than a million dollars when sitting up front, and help put this car on the map more than ever before. But there was still something missing in James's eyes. He wanted to find a way to take the SEAT's status to the next level entirely.

"When we were fitting the suspension I wanted to wrap the air tank in a certain style," he remembers, keen to utilise the materials and knowledge he possessed from his day job once more. "I was going to go with the Irn-Bru logos, but I didn't really like the drink. So I settled on Fanta, with a designer at work making mock-ups of the logo on the side of the car at the same time."

You can probably guess what happened next, as James ordered those huge stickers which would dominate the side of the Leon and set off its orange flanks so brilliantly when they were eventually slapped on. It's amazing just how much of an impact this small, inexpensive upgrade has on the car, and acts as extremely effective evidence that memorable car builds aren't all about money.

James settled on some seriously funky Radi8 turbofan-style rims set off in a brushed gold tone to prop up each corner once the Fanta livery was fitted – a bold choice that only makes the whole thing stick in your head that little bit longer! These are shod in sticky Nankang rubber, which helps to transmit the power from that lightly breathed-on motor up front.

But this isn't where this tale ends. James soon sold up his beloved hatch to its current owner, electrician Dan, who's thankfully kept the Fanta dream alive, offering further evidence of how much of an impact this awesome creation has on the general public.

Already the proud owner of a sportier Cupra version of this particular shape Leon, Dan was interested in this orange beast to help him perform his day-to-day tasks in a more MPG-friendly



Sumptuous Raemco carbon-fibre buckets

fashion. Reflecting James' experiences of receiving a whole lot of love wherever he goes, the car created such an impression on him that it moved him to do something pretty drastic indeed...

"When my son was born me and my partner Lisa and I were thinking of names, and seeing as we both love Leons we thought, 'Can we name him after our cars?' So we did!" There's no prizes for guessing what little Leon's favourite car will be when he's grown up, then...

It's not the fastest, loudest or most expensive car that's graced these pages by a long margin. But thanks to some inspirational touches, totally unique to this one machine, it's now up there with the coolest rides currently on the scene. Just remember that next time you think you can't afford to build a show-stopper. 🏁



Front and rear Triple R splitters sharpen up the aesthetic

TECH SPEC: SEAT LEON

STYLING

Factory FR body kit; BTCC-spec colour-coded side skirts; gloss black Triple R Composites front splitter and rear diffuser; Team HEKO wind deflectors; Fanta livery; sponsor decals.

TUNING

2.0-litre PD170 turbodiesel engine; Honda S2000 air filter; short shifter gear upgrade.

CHASSIS

8.5x19in Radi8 R8T12 monoblock alloy wheels in brushed gold; 215/35x19 Nankang tyres; Air Lift Performance Slam Series air suspension system with Slam XL rear shocks and V2 management; factory brakes with Brembo discs and pads.

INTERIOR

Raemco carbon fibre fixed back bucket seats; Alcantara and gloss black trim all round.

SHOUT OUTS

Dan: "I'd like to thank James Holland for selling me the car; and Michael Devonshire for taking me to collect the car from Stoke, a four-hour round trip that ended up taking 10 hours!"

James: "I'd like to thank Tom Grand for selling and helping to fit the air suspension with me; Tom Hamilton and Warren Plimmer; and Leight from Europ18 in Stoke for the plates and show plates."

Alcantara and gloss black trim all round





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Thailand Work Wheels Meet

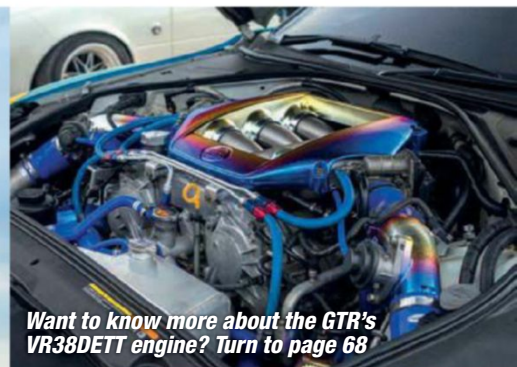
If you didn't know any better, you'd think you'd just walked onto the set of the latest Fast and Furious film...



OUT THERE: THAILAND WORK WHEELS MEET



Wide-arched Mazda2 chilling next to a DS3



Want to know more about the GTR's VR38DETT engine? Turn to page 68



Music bellowing out of speakers from every which direction. Beautiful models lining up on cars, with groups of camera men following them. And a wild assortment of cars filling the loading dock at the WORK Wheels owner's meet in Bangkok. If you didn't know any better, you could have sworn you had just walked onto the set of the latest Fast and Furious franchise.

The Japanese wheel company has had a profound impact on the car scene across the world, providing iconic items to enthusiasts looking for lightweight hoops for the time attack car, to those looking to hard park and break necks. At the WORK Wheels owners meet, that very fact was no more apparent by the wide diversity of cars filling the docks of the convention centre.

Cars equipped with aggressive aero and widebody kits. Such as Momm's insane turbocharged MR2 (which was featured in an earlier issue). And a BMW Z4, the owner who created the widebody kit you see here for his car. All neatly tucked their WORK Wheels and had the power figures to go with the looks.

With the harsh import laws designed to stimulate Thailand's economy by encouraging domestically made products, buying what



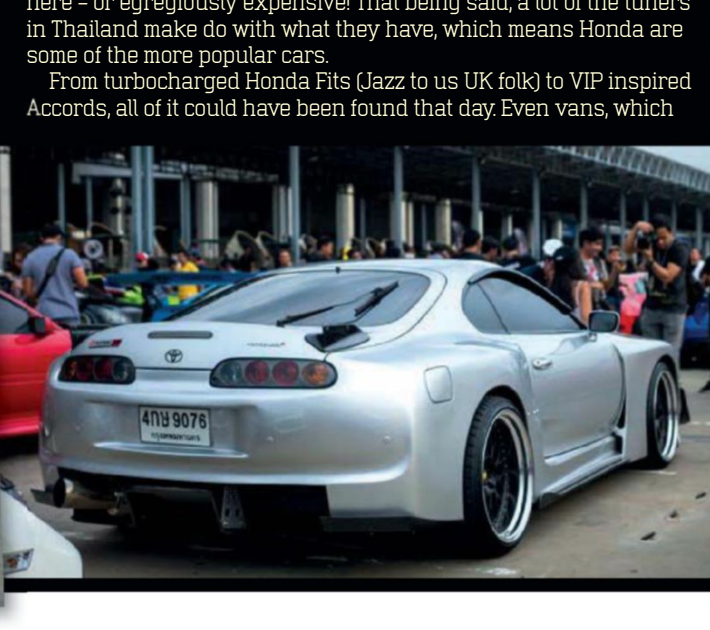
BMW Z4 is a long way from home

one would consider as a normal enthusiasts car is hard to get in here – or egregiously expensive! That being said, a lot of the tuners in Thailand make do with what they have, which means Honda are some of the more popular cars.

From turbocharged Honda Fits (Jazz to us UK folk) to VIP inspired Accords, all of it could have been found that day. Even vans, which



It's safe to say stance is very much a thing in Thailand

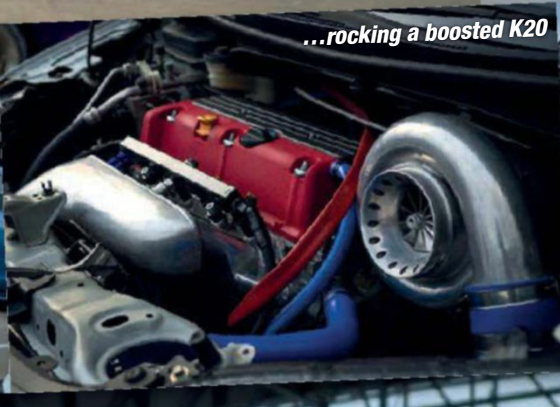




Sure beats an Uber



Honda Jazz...



...rocking a boosted K20



Looking pretty in pink

OUT THERE: THAILAND WORK WHEELS MEET



in many parts of Southeast Asia are viewed as status of wealth, lined up on the docks on air-ride suspension. Plus decked out interiors, to make sure all of its occupants travel in the best of luxury. And of course, WORK Wheels.

Itasha (which literally translates as painful car) is a subculture that primarily exists only in Japan and revolves around covering your entire car in an anime livery (normally your favourite one). Living in Tokyo, I've gotten accustomed to seeing them driving around the busy streets of Akihabara and have become friends with a lot of them. What I didn't expect was to see that particular culture reaching the shores of Thailand.

Then again, that idea fits perfectly with the concept of the WORK Wheels owners meet. A large gathering of enthusiasts celebrating Japanese parts and car-tuning culture, while inserting a Thai spin on things. 🇹🇭

Momm's titanium-clad MR2 from issue 387



Oooh this looks tasty...



...oh, well it's different

Honda CRZ on WORK rims and Project Mu brakes. Nice



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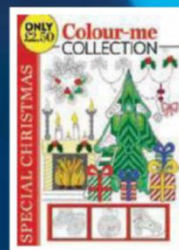
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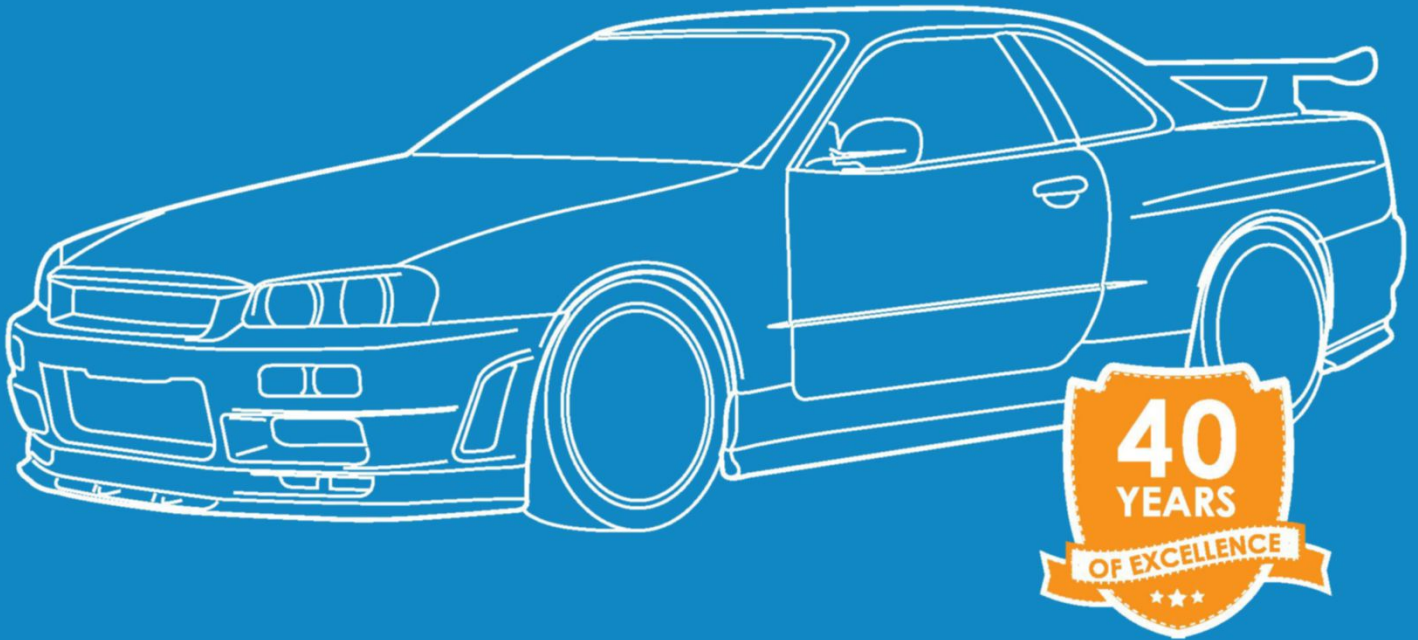
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FASTPROJECTS



MIDGE'S BEETLE 1.8T

Midge's month has been full of compressed air, and we're not talking about the effects of Sat night's chicken Vindaloo.

Start

Never Finished

MAIN MODS: K&N INDUCTION KIT • CORBEAU RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT SUSPENSION



P090



GLENDAS' AUDI RS4

Glenda decided it was time for a deep clean. Good job really, he was starting to smell (Oi – Glenda).

Start

Never Finished

MAIN MODS: NOTHING YET BUT IT'S COMING...



P092



DAN'S AUDI TT 225

Dan loves a girthy, long and polished pipe. So he's gone and bought one, well it was Christmas.

Start

Never Finished

MAIN MODS: EBC BRAKES • FAKE SPLITS (TO BE CHANGED) • MILLTEK EXHAUST • LOADS OF PLANS...



P094



SLIM JULES' BMW 335i

The BMW will soon be on Auto Trader but first a fresh MoT. What could possibly go wrong...?

Start

Finished

MAIN MODS: ADVAN TYRES • AIR LIFT AIR RIDE • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC



P096



MIDGE'S BEETLE TURBO

WE ALWAYS SAID THE LITTLE ONE WAS FULL OF AIR...



It seems like my whole month has revolved around compressed air. You see, apart from spending a couple of days on the Air Lift Performance setup in my Beetle, I've also installed a huge new compressor into my workshop. I also had to use a fire extinguisher for the first time in my life, nearly took my pinky clean off with an air saw and was woken from a rather fruity dream about Cameron Diaz by a phone call about air ride from some numpty first thing in the morning (It was half past 10! – Jules).

Apparently, a misplaced jack had ruptured an airline on his BMW, the car was stuck, and said numpty needed rescuing by a master vehicle technician competent in the science of air suspension. Unfortunately, with no experts about on that particular day, I had to get out of bed and fix it myself, outside in the bloody snow. The bastard.

Still, I'm sure Jules will tell you all about that later. What's most important here is the Bug. And the good news is the last bits of the air setup are finally sorted.

As I'm sure you'll remember, in the last issue, all the Kicker audio gear and

Air Lift wiring were installed, and the final jobs left to get this bugger rolling were laying down the airlines and installing the suspension hardware.

First off, I decided to run the airlines on the inside of the cabin rather than the usual approach of having them underneath the car. It's something that's worked well on my TT over the past couple of years and should keep them protected from any random mishaps (And trolley jacks – Jules).

There's also the fact there's not much room under the Bug, and as the interior was already out, it seemed like the best option. That said, it wasn't quite as easy as I'd imagined. The problem with the Beetle is that space is always tight. It may be based on a Mk4 Golf platform, but unlike the Golf, Audi A3, TT and the like, the smaller body makes getting the airlines from the inside to the outside a little awkward. You can't get under the front wings for starters, so you have to go through the floor into the inner arch... and nothing makes your arse pucker like taking a drill to your floor pan! The rear was a little easier because the arches are

directly behind the sides of the boot, so I could go straight through there. With a little drilling, some rubber grommets, and some silicone sealant it didn't take long at all. It may not be obvious in the pictures, but one other thing I like to do is protect the plastic lines with some hardcore PVC tubing. It's only a couple of quid a metre at your local B&Q, and the stuff you normally use on fish tanks or small plumbing jobs. Get the right diameter and, with a little washing up liquid, the airlines slide nicely through the middle. Any extra protection is good after all, especially when you're going through sheet metal. When I'm done I'll also refit the plastic arch liners, so the airlines will sit behind those for even more protection.

Anyway, with the lines installed and connected to the 3P manifold on the inside, the final part of the puzzle was fitting the struts. For this, all four corners have to be off the ground (to make sure you're not lowering the car for the first time on empty bags). What with the fact my ramp still isn't fitted, I jacked the car up, broke out the axle stands and got to work.



Psssshhht

Gizza lift

Another picture of
shiny black thingsWatch out,
Beetle's about

To be fair, these direct-fit Air Lift kits are pretty easy to install nowadays. There's a little drilling and grinding involved to get everything sitting nicely, but no welding or heavy fabrication, which is always a bonus for any active suspension system. The rear bags and separate dampers bolted in nicely. As did the all-in-one front struts. No real issues at all.

All that was left was whacking in a few fuses, firing up the car and getting some air

in the bags before putting it back on the floor. Oh and reading the instructions for the new 3P management, obviously.

I think you'll agree it looks much better though, right? Of course, there's a little arch-fettling needed to get it lower and I'm not sure how it handles just yet (because you need a driver's seat for that).

But I'm sure we'll get that all sorted for next time. I guess I'd better make a start on that interior trim too.

THIS MONTH

PARTS

Lots of time, especially on Jules' Beemer.

Total£All free labour

Contacts

Air Lift Performance
www.airliftperformance.com

When shopping, our Glenda never, ever gets carried away



New GLENDAS AUDI RS4

**IT'S TIME FOR A JOLLY GOOD CLEAN UP,
WITH AUTO FINESSE...**



First off, apologies for my absence from these pages over the last few months. Truth be told, I've been a bit skint. Why? Well, what with Xmas, the purchase of the RS4 and the fact I now spend half my wages on petrol due to a rather thirsty 4.2 V8, I think you can guess why.

However, this month I've managed to find some spare change down the back of the chaise longue and treat the RS4 to some goodies from detailing gurus Auto Finesse. I've got to admit, up until recently, car cleaning let alone detailing hasn't been very high on my priority list. Not because I'm lazy, but because my last few cars have had matt wraps and needed minimal or no real paint protection. But going by current market trends the RS4 will really keep its value and it may even increase, so I need to make sure I really look after it, especially with all the shit weather and road grime in this country.

So with that in mind, I logged on to Auto Finesse's super-cool website during the end-of-year sales to grab myself some

bargains and fill up my virtual shopping basket – well, make that trolley, as I got so much!

For the bodywork I grabbed car shampoo, glass cleaner, bug and grime remover, contaminate remover, some clay lube and a clay bar, some awesome Illusion wax, and a whole lot more! I also treated my wheels to some concentrate cleaner, tyre crème and dressing wheel cleaner, mint wheel wax and I even got myself an awesome Auto Finesse crew bag to put it all in, for extra scene points.

Just as I was about to check out, I realised the new Auto Finesse foam lances were in stock, so grabbed myself one of those as well. And am I glad I did. It's a damn sight better than the crap I bought off a well-known internet auction site. The injector dial ensures you can get the spray to your desired thickness and it works a treat with the Avalanche snow foam I bought from Auto Finesse's stand at TRAX.

Anyway, that's enough of my ramblings.

I'll leave the pictures to do the talking and just say, if you need anything detailing wise check out www.autofinesse.co.uk as they really do stock the lot!





The sudden snow surprised everyone



If only he'd clean his teeth so thoroughly



THIS MONTH

PARTS

Auto Finesse bits & bobs£250ish
Crew Bag..... £40
Foam Lance..... £40

Total .. Not saying. Er, can anyone lend me a tenner?

CONTACTS

Auto Finesse
www.autofinesse.co.uk
08446 931393



DAN'S TT 225 QUATTRO

LOUD PIPES SAVE LIVES. THAT'S JUST A FACT.



The Audi has a fault. It keeps popping its engine warning light on.

I mentioned this last month and I've invested in a cheapo OBD-II code reader so I can see why it keeps happening. And the result is always the same: code number 17522 (the B1 S2 post-cat Lambda sensor). There's nothing wrong with the emissions, so the sensor is clearly screwed.

My solution? Buy a whole new exhaust.

OK, I know, that doesn't actually solve the problem at all. Really I need to replace the sensor. All right, I'll be honest. I just really wanted a new exhaust.

A few years ago I had a SEAT Leon Cupra 20VT which I fitted a Milltek cat-back system to and the results were impressive, so I know how good these guys are with 1.8T engines. (Well, with any engine, to be fair.) Add to this the fact I knew my TT's exhaust was nastily corroded and didn't have a lot of life left in it, and the upgrade was a no-brainer.

So I got in touch with the nice people at Milltek to chew over which system might be best for my 225, and their response was exactly what I was hoping for: a full

three-inch race system, non-resonated (ie. deleting the centre silencer), with 100mm titanium tails. Lovely stuff.

Without wanting to get too worthy about things, it really does give me a warm glow to support local industry, and the fact that Milltek Sport are developed and manufactured right here in the UK is a lovely little cherry on the top. The further fact that they're derived directly from race tech and made from high-end materials is also a huge plus!

I dropped off the parts to the guys at Autotest, my local garage superstars, and the feedback was overwhelmingly positive – they said it was one of the easiest exhaust fittings they'd ever done, everything fits with OEM perfection.

And the results? Well, it's easy to talk yourself into these things, but I'm pretty certain there's a new frisson of crispness to the throttle response. The really important thing, however, is the sound.

On a stock exhaust system, the TT is completely silent. Graveyard quiet. But with the race cat-back it's found its voice. It's not raucous and shouty at idle like the old

Civic's M2 system (much to the relief of my neighbours). Indeed it pootles around town like a humble choirboy. But get it out on a country lane, stretch the legs past 5,000rpm, and it really comes on song. The choirboy ripping off his ruff and morphing into Robert Plant.

Those moments are worth every penny. Oh yeah. I'll replace that Lambda sensor soon. Probably.

THIS MONTH

PARTS

Milltek cat-back exhaust	£822.05
Exhaust fitting	£90
Total	£912.05

Contacts:

www.millteksport.com, 01332 227280
www.autotest.co.uk, 02089 741246

NEXT MONTH

Ooh, could be anything really... there's a long list.

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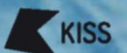
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#FASTLIVE



NANKANG



One crushed air line



Never eat yellow snow

JULES' BMW 335i

JULES FEELS SLIGHTLY DEFLATED AFTER THE HIGH OF AN FC FEATURE...

So who enjoyed the full feature on page 62? No? Oh well. Here's another page on my 335i anyway.

So what's next now the car has been featured? Well, as anyone who has read the feature will be aware, I think it's time to move on. So the car has been advertised and we'll see what happens.

I've enjoyed the car lots and would recommend a 335i, or anything N54-powered for that matter. They are great fun and have bundles of potential for modifying.

Anyway, before I put the car up for sale I decided I would do the respectable thing and get a fresh MoT, so the new owner has peace of mind. Of course, she passed first time, with no advisories. However in the time between leaving the car at the garage and picking it up again, it seemed to have

sprung an air leak. I'm not quite sure how that happened, but I suspect someone wasn't as careful as they should have been while jacking the car up.

With the passenger side bag unable to hold any pressure, I called Midge Auto Repairs, based in Dartford. They sent out a very short, middle-aged chap by the name of James. He looked very familiar.

James managed to find the leak and do a quick fix so I could get the car home. Top guy. He even had to lie in a puddle.

I then put a call in to Plush Automotive who sent me the parts needed to get the car fixed properly.

It then snowed. But James from Midge Autos didn't despair. He turned up with his large tools and did the fix in around 45 minutes. Job done.

Right, with that sorted, who wants to buy a 450bhp, 335i? Give us an email if you're interested...



THIS MONTH

PARTS

1-metre 3/8 air line.....Free
Air connector£Free

Total £Nada

Contacts

www.plush-automotive.co.uk
www.midgeautorepairs.co.uk

NEXT MONTH

Who knows, a new project?

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PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages), but here's the majority of the scene's core motors – and a few wacky OEM+ options



Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005 -)	5x110	65.1
	166 (1998 - 2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010 -)	5x100	57.1
	A3 (8L 1996 - 2003)	5x100	57.1
	A3 (8P 2003 -)	5x112	57.1
	A4 (8E 2000 - 2004)	5x112	57.1
	A4 (B8 2007 -)	5x112	66.6
	A6 (1999 - 2011)	5x112	57.1
	A6 (2011 -)	5x112	66.6
	A8 (4E 2002 - 2010)	5x112	57.1
	A8 (4H 2010 -)	5x112	66.6
	RS6 (4B 2002 - 2004)	5x112	57.1
	S3 (1999 - 2003)	5x100	57.1
Bentley	S3 (2006 -)	5x112	57.1
	S4 (1994 - 2001)	5x112	57.1
	TT 8J (2007 -)	5x112	57.1
	TT 8N (2003 - 2007)	5x100	57.1
	Continental GT	5x112	57.1
BMW	1 Series (2004 -)	5x120	72.6
	3 Series E30 (1982 - 1990)	4x100	57.1
	3 Series E36 – F30 (1990 -)	5x120	72.6
	5 Series E28, E34 (1985 - 1995)	5x120	72.6
	5 Series E39 (1995 - 2003)	5x120	74.1
	5 Series E60 – F11 (2003 -)	5x120	72.6
	6 Series (1976 -)	5x120	72.6
	7 Series (1977 -)	5x120	72.6
	Z3 (1996 - 2003)	5x120	72.6
	Z4 (2002 -)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998 - 2004)	4x108	63.3
	Focus (2004 -)	5x108	63.3
	Focus RS (2009 -)	5x108	63.3
	Ka (1996 – 2008)	4x108	63.3
	Mondeo (1993 - 2000)	4x108	63.3
	Mondeo (2000 -)	5x108	63.3
	Puma (1997 - 2001)	4x108	63.3
	Sierra Cosworth (1990 -1992)	4x108	63.4
Ferrari	StreetKa (2003 - 2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993 -)	4x98	58.1
	Coupe (1993 - 2000)	4x98	58.1
	Bravo (1995 -)	4x98	58.1
Honda	Accord (2003 -)	5x114.3	64.1
	CRX (1984 - 2000)	4x100	56.1
	Civic (1983 to 2006)	4x100	56.1
	Civic (from 2006)	5x114.3	64.1
	Civic Type R (All)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003 - 2007)	5x114.3	66.1
Land Rover	Freelander (1998 - 2006)	5x114.3	64.1
	Freelander II (2006 -)	5x108	63.4
	Range Rover II P38 (1995 - 2002)	5x120	70.1
	Range Rover Sport (2005 -)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002 -)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990 - 2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
MG	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992 - 2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989 - 1992)	5x114.3	66.1

	350Z (2002 - 2009)	5x114.3	66.1
	370Z (2009 -)	5x114.3	66.1
	GT-R (2008 -)	5x114.3	66.1
	Juke (2010 -)	5x114.3	66.1
	Micra (1993 - 2003)	4x100	59.1
	Micra (2010 -)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989 - 2002)	5x114.3	66.1
	Sunny (1991 - 1995)	4x100	59.1
Peugeot	106 (4 stud 1992 - 2005)	4x108	65.1
	107 (2005 -)	4x100	54.1
	205 (1986 - 1996)	4x108	65.1
	206 (1998 - 2009)	4x108	65.1
	207 (2006 -)	4x108	65.1
	207CC (2007 -)	4x108	65.1
	306 (1993 - 2001)	4x108	65.1
	307 (2001 - 2009)	4x108	65.1
	406 (1995 - 2004)	4x108	65.1
	406 Coupe (1996 - 2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976 - 1987)	4x108	57.1
	928 (1978 - 1995)	5x130	71.6
	944 (1987 - 1991)	5x130	71.6
	Boxster (1996 -)	5x130	71.6
	Cayenne (2002 -)	5x130	71.6
	Cayman (2004 -)	5x130	71.6
	Panamera (2009 -)	5x130	71.6
Renault	Clio (1990 -)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996 - 2008)	4x100	60.1
	Megane 3 (2008 -)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza (2002 to 2008)	5x100	57.1
	Ibiza (2008 -)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005 -)	5x112	57.1
	Leon (- 2005)	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (2005 -)	5x112	57.1
	Octavia (- 2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STi, WRX (1993 - 04)	5x100	56.1
	Impreza STi (2005 -)	5x114.3	56.1
Suzuki	Swift (2005 -)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (to 1999)	5x100	54.1
	Corolla (1987 - 2007)	4x100	54.1
	Corolla (2007 -)	5x114.3	60.1
	MR2 (2001 -)	4x100	54.1
	MR2 (- 2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991 - 2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998 - 2004)	5x110	65.1
	Astra H (2004 - 2009)	4x100	56.6
	Astra H 5 stud (2004 - 2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993 -) 4 stud	4x100	56.6
	Corsa C, D (2000 -) 5 stud	5x110	65.1
	Insignia (2008 -)	5x120	67.1
	Nova A (1982 - 1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010 -)	5x120	65.1
	Bora (1998 - 2005)	5x100	57.1
	Caddy (1996 - 2003)	4x100	57.1
	Corrado (1988 - 1996)	4x100	57.1
	Corrado VR6 (1991 - 1996)	5x100	57.1
	EOS (2006 -)	5x112	57.1
	Fox (2005 -)	5x100	57.1
	Golf 1, 2, 3 (1979 - 1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991 - 1997)	5x100	57.1
	Golf 4 (1997 - 2004)	5x100	57.1
	Golf 5, 6 (2003 -)	5x112	57.1
	Jetta (1985 - 1991)	4x100	57.1
	Jetta (2005 -)	5x112	57.1
	Lupo (1998 - 2005)	4x100	57.1
	New Beetle (1998 -)	5x100	57.1
	Passat (1983 - 1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996 -)	5x112	57.1
	Phaeton (2002 -)	5x112	57.1
	Polo (1994 - 2001)	4x100	57.1
	Polo (2001 -)	5x100	57.1
	Scirocco II (1981 - 1992)	4x100	57.1
	Scirocco III (2008 -)	5x112	57.1
	Touareg (2002 -) diesel	5x130	57.1
	Touareg VR5 TDI (2002 - 2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003 -)	5x120	65.1
	Vento (1992 - 1998)	4x100	57.1
	Vento VR6 (1995 - 1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006 -)	5x108	63.4
	C70 (1998 - 2006)	5x108	65.1
	S60R (2003 - 2010)	5x108	65.1
	S70 (1997 - 2000)	5x108	65.1
	S80 (1998 - 2006)	5x108	65.1
	V70 (2007 -)	5x108	63.4



URBAN LEGEND

Some cars are so drop-dead gorgeous in factory form, they don't need a whole bunch of radical mods to make them stand out. Of course, it helps that the Starion came out of the factory as a widebody bruiser with on-point rims and a shouty turbo...





WILD CARD: MITSUBISHI STARION



Urban legends have provided amusing cultural currency for generations. Everyone knows a story that's clearly untrue but they like to present as fact, simply because sometimes it's fun to believe that there's weird stuff going on in the world.

History is studded with daft conspiracy theories: for example, that Paul McCartney died back in 1966 and no one's noticed that the Paul we see is an imposter. That the moon landings were faked. That Princess Diana was assassinated by MI6. There are urban legends about Roswell and JFK, of fluoride in tap water and the death of Tupac, McCarthyism and the Illuminati, 9/11, chemtrails... The madder it is, the more people seem to want to believe it.

Now, you may or may not be aware of the urban legend connected to the Mitsubishi Starion. People always used to scoff and chortle over how the car was meant to be named Stallion, in response to the Mustang and all the macho animal-based names coming out of Detroit. But it sounded more like 'starion' when pronounced by the Japanese execs at Mitsubishi.

This, of course, is kinda racist. There's a foundation to the idea, given that the brand had also used the name Colt (a young male horse) and Eclipse (named after an unbeaten 18th century racehorse – seriously). But still. It's a bit far-fetched, no?

Mitsubishi themselves seemed a bit confused. At first saying it was a contraction of Star of Orion, then saying it was named after Arion, an immortal horse in Greek mythology. Whatever. The story's pretty crap, as urban legends go.

What isn't crap, however, is the Starion itself. It's a magnificent little turbocharged sports car with oh-so-'80s styling and, with later models, brutal factory widebody styling. And if that segue wasn't tortured enough for you, try this: there's a big annual show in Poland for modified cars such as this. It's called Raceism. And this car is also from Poland. See how neatly this all fits together?



Custom stainless steel exhaust with retro pipes

"I just fell in love with this sexy wide body, pop-up headlights and the original edged design"

Hands up. Who's searching for a Satrion on eBay right about now?

Rafal Kotysz is the fella jangling the keys and, as you can imagine, he's looking pretty chuffed with his low-slung retro creation. "I had to buy myself a Starion, because I just fell in love with this sexy wide body, pop-up headlights and the original edged design," he enthuses, barely able to tear his eyes away from the thing as it sparkles in the midday sunshine. "It's a very rare model these days and you don't see them often at car shows, especially with air-ride. So I had to make it happen."

Fair enough, really. And Rafal has very strong form with this type of caper. He's owned around 40 cars and quite a lot of them have been racy Japanese playthings. "I've always been interested in cars, and always wanted to have more of them," he laughs.

"Among the highlights, I guess my most interesting ones were a Mitsubishi Colt Mk1, Mitsubishi 3000GT, Fiat 126p, Trabant, Mercedes 190E, Mazda MX-3, S13 Nissan 200SX... I currently have two Starions, two Sapporos, a Cordia Turbo, Mk3 Toyota Supra Turbo, Mazda RX-7 FC3 Turbo, Z31 Nissan 300ZX, and a Jaguar XJ40." Strewth. And you thought your lifestyle was hectic. The man likes Mitsi metal, but evidently has broader aspirations – and none of these cars are remaining stock either.

Naturally it has to be said that a widebody turbo Starion is something that doesn't really need a lot of modifying, as such. They're hugely aggressive in production spec, with those blistered folded-paper arches, gorgeous OEM wheels, hilariously whistling turbo, and period-perfect charm in spades. It's for this reason that Rafal's worked hard to remain relatively restrained in his mods; augmenting and accentuating rather than radically reworking.

"I bought the car from a private seller in Germany," he recalls. "It was a good, healthy base for restoration. In a very original state,



*Period 'TURBO' decals are
the final flourish*

WILD CARD: MITSUBISHI STARION



Stock, but still classy

having been standing for a long time in a shed. The first job was to get the body back up to scratch, so all of the necessary repairs were carried out by a professional bodyshop, with everything carefully painted in the correct original colour, while the undercarriage was cleaned up and sealed. Then I had a full custom stainless steel exhaust made up with retro twin pipes, and got the original wheels refurbed and fitted with new stretched rubber."

The lips of the wheels were polished and the centre detail painted with black Harley-Davidson paint, which really makes them pop. So few people know what a Starion is or have seen their stock rims before that Rafal's always getting asked what they are and where he got them. Indeed, that's a philosophy that extends to the car overall; bringing this bizarre classic into a young scene full of people who've never come across one before means he's already winning the game by sheer rarity alone.

"And then," says Rafal, affording the moment the gravity it deserves. "It was time for the air-ride." These are words we like to hear in any context, but particularly so when it involves a classic car that's all but extinct, in the certain knowledge it'll really irritate the stuffy old purists.

"Obviously the first problem was that you just can't buy Starion air ride systems off the shelf," he explains. "So I had to get custom shocks and brackets fabricated by Modern Air Customs. It took six months to get all the details of the suspension figured out, but it was well worth it." Damn straight. Name us another bagged Starion you've seen recently. Go on...

The final flourish was to add the period 'TURBO' decals, just to be as in-your-face as possible in true 1980s style, before getting the whole thing thoroughly detailed inside and out. Simple, but effective – the less-is-more philosophy really is key with this build. The car was awesome to begin with, Rafal's just turned it up to 11 like a Spinal Tap Marshall stack.

"I'll be honest, I only use it as a show car," he shrugs. "I get lots of positive feedback to it, lots of people are interested. It gives a great feeling of fulfilment." Sure, we don't have a problem here – this car lived out its medallion-man life in the '80s and then got dumped in a shed for 10 years. So why not let it enjoy its retirement, strutting manfully through the 21st century show scene? It's like an ex-bodybuilder in an old folks home – it feels like a boss every day.

Besides, Rafal's got another Starion project on the go: "Yeah, I have a black one," he says. "I'm turning it into a drift car – it's got a 1UZ VVTi motor." Indeed Rafal's saving these obscure classics one by one, and adding just enough new-wave modifications to blow the show scene apart time and time again. And that, folks, is no urban legend. 📺



TECH SPEC: MITSUBISHI STARION

The wheels' centre details are painted with black Harley-Davidson paint

STYLING

OEM Mitsubishi widebody; period TURBO decals.

TUNING

4G54 2.6-litre turbo; 5-speed manual; 155bhp.

CHASSIS

Refurbished Starion wheels with polished rims and details in black Harley-Davidson paint; stretched low-pros; custom air-ride setup by Modern Air Customs.

INTERIOR

Stock dark velour.

THANKS

A great big thank you has to go to Pietruszka Performance; Walgorski Car Detailing; and Modern Air Customs. Lots of work done on this car, lots of hours (days and nights) spent in the garage!

"I get lots of positive feedback to it. It gives a great feeling of fulfilment"





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DAN WILSON'S E36 BMW

FC says. E36-shape 3 Series Beemers seem to be one of those cars that take fantastically well to modifications, as Dan's tidy version here proves so effectively.

Starting out as a lowly-spec'd 320, he's since made his red two-door almost unrecognisable. He's added a heap of performance and aesthetic enhancements, which have worked wonders in brilliantly freshening up this much-loved German saloon.

Under that long bonnet, the 2.0-litre lump has been ripped out and replaced with the bigger 2.5-litre unit from a 325i. With this new engine promising a lot more firepower, Dan then finished off the performance upgrades by porting and polishing the head, as well

as treating it to a raspy exhaust system for good measure.

You'll probably notice the car now looks a little more gangster than stock, too, thanks to that full M-Sport bodykit and the all-important high-rising LTW wing out back, of course!

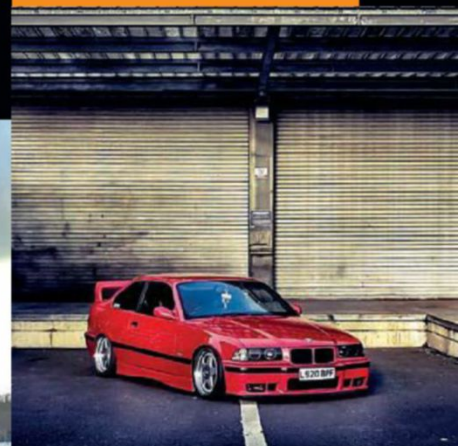
Dropped on some coilovers and sporting some of BMW's premium 17in split rims, the car now gives off a tasty OEM+ look that is sure to stand the test of time.

Inside, Dan's kept things equally as classy by ripping out all the dull grey cloth innards that came with the car and replacing them with some premium black leather. A member of BMW South West Club UK, be sure to check out this beast up close if you see it at any shows this year.

SPEC: E36 BMW

MAIN MODS

M50 engine swap (from E36 BMW 325i); ported and polished head; raised rev limiter and re-map; straight-through exhaust system; upgraded cooling system; black leather interior conversion; full M-Sport kit; LTW rear spoiler; 17in BMW alloys; coilovers.





CHARLIE MISKELLY'S FIAT PUNTO

FC says: In the range-topping 'Sporting' trim like Charlie's here, the humble second-generation Fiat Punto proved to be quite a formidable little hot hatch when it was released almost 20 years ago. Still keeping the dream alive in 2018, Charlie's added his personal touches here to offer up a little more stance and scene points along the way.

Looking the business now it's lowered 50mm on Eibach coilovers, the hatch also sports some wide bullet alloys, which give it a much wider footprint. Also notable on the outside are those colour-changing headlights up front, controllable from the cabin via Bluetooth.

In Charlie's cockpit, some sumptuous leather seats, from none other than an Alfa Romeo, provide a very classy place to perch your derriere, with a powerful sound system also being built up over time to satisfy his appetite for bass.

That 16v motor up front receives custom induction and exhaust systems to finish up what is undeniably an impressive little pocket rocket. Nice one!

SPEC: FIAT PUNTO

MAIN MODS

Bullet One alloy wheels; badge-less grille; 'bee sting' aerial; Team Heko wind deflectors; de-cat manifold; straight-through exhaust with Sportex back box; GSR induction kit with K&N air filter; Eibach 50mm lowering springs; black-backed headlights; colour-change 'angel eye' lights; Alfa Romeo leather heated seats; big ICE system.



MATTHEW LASKEY'S R34 SKYLINE GT-T

FC says: Catching a glimpse of an R34 Skyline's rear lights on a darkened street never fails to make the hair on our neck stand on end. Luckily, Matthew's GTT example here looks equally as epic in the daylight, too!

Opting for a less-commonly-seen GTT-spec'd version of this JDM icon, Matthew reckons he's got to be one of the few people in the country that's gone his own way and not turned the car into another GT-R replica. Instead, the rare factory Lightning Yellow bodywork does all the talking, with only a NISMO aero kit and some meaty Rota alloys being altered from the original formula.

While the exterior remains restrained, the car's famously potent RB25DET motor hasn't been left quite as stock. With forged pistons strengthening up the block, Matthew's added a new intercooler, air filter, exhaust system and ECU update to offer up 380bhp – all of which heads straight to the rear wheels in this version, of course.

An extremely tasteful rendition of the famous Godzilla Nissan that looks nothing short of epic in its bright yellow paintjob. Tidy!

SPEC: R34 GT-T

MAIN MODS

Factory Lightning Yellow bodywork; NISMO aero kit; CP forged pistons; Stage 1 remap; front-mount intercooler; aluminium radiator; APEXi boost controller; K&N air filter; Benchmark coilpack; Blitz Nur Spec R de-cat exhaust system; Competition Clutch Stage 3 clutch; blue engine dress-up hoses/bolts; TEIN coilovers; OMP bronze steering wheel; blue LED gauges; R33 GT-R front seats; Cosco half roll cage; Rota GTR alloys; Toyo T1-R tyres; uprated anti-roll bars.



SPEC: CIVIC TYPE R

MAIN MODS

FiberWorx wide-arch kit; rear bumper diffuser; custom front bumper with aero; Morette headlights; Rota Kyusha alloys; stripped interior; full Safety Devices roll cage; carbon fibre Bride bucket seats; Takata harnesses.

WESLEY LEWIS' CIVIC TYPE R

FC says: Who said wide-arch kits should be reserved to the likes of RX-7s and Nissan Silvias? Wesley's EP3 Civic Type R here now boasts a similar level of girth thanks to the unique FiberWorx aero kit that's been carefully grafted onto it. And doesn't it just look fully badass as a result?!

Utilising widened front and rear riveted-on arches, Wesley's topped off the new-found lines with an equally aggressive rear diffuser, plenty of lairy aero up front, as well as a set of suitably wide Rota alloys.

With fully stripped and caged internals, this ain't no show pony, either - Wesley gives the fiery hot hatch a good thrashing at every given opportunity. What a stunner!



SPEC: FIESTA ST

MAIN MODS

Mountune 'ST150' upgrade; up-rated camshafts; 60mm throttle body; Milltek non-res exhaust system; Cosworth alloys; coilovers.

SCOTT FELLOWS' FIESTA ST

FC says: The Mk6 Fiesta ST was without doubt a car we'll look back on as a bit of gem in years to come. Thanks to a massive 2.0-litre Duratec lump being wedged into its tiny dimensions, it still proves to be a massive giggle to pilot to this very day.

Scott's tasty blue example here takes it one step further though, having been treated to a Mountune tune-up from the factory when it was new. This takes things to a whole other level thanks to cams, a new throttle body and a full Milltek exhaust system squeezing even more from that meaty motor.

Scott's celebrated owning such a minter by adding some scene-friendly touches here and there to make sure the Ford stays looking as epic as it goes. Some trusty Cosworth alloys serve as a nice nod back to this car's sporting roots, for example, while some coilovers take care of getting those boxy dimensions sitting a whole lot closer to the tarmac. Great work, Scott!



SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

ARSE END It's 2018 – Happy New Year Everyone!

Quotes of the Month:



Midge: "Your name is Graham? I always thought G stood for geriatric, or ginger at the least!"

Initial G: "That's funny, because I always thought Midge stood for dickhead!"



Midge: "Ah don't be like that, Scrooge, it's Christmas! Put some decorations up you miserable git!"

Jules: "I'd rather be Scrooge than Tiny Tim and there are decorations on the telly... now get on with your work you tart."



Season's Greetings

We all know that our Glenda has many famous friends, and it looks like the leader of the free world may be one of them. Then again, this could just be what happens when you give our readers your home address. Sadly, it was still the best Christmas card any of us lot got.



Merry Xmas Short Arse

You know when your nan tries to buy you clothes and just guesses the size? Well that's what happened here. Even for Midge these skinny jeans are a little... well, skinny. Small obviously isn't the same thing as short.



Good Time Off?

We don't know what you did with your time off on New Year's Day, but this picture may give some insight into what our Midge got up to. It's not the stupid amount of alcohol that bothers us though, it's what's behind the bottle of cheap plonk. What the hell does he need a tube of Savlon on a Monday afternoon for? We dread to think!



Spot the Difference

Even though a cheeky Xmas bonus definitely wasn't on the cards, Jules sent us this picture to prove that he's not such a hard-hearted bastard this time of year, that he can always get down with the Christmas spirit. We're not sure if it's a family gathering of course, but we're pretty sure Jules is the one at the front.

TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



EVOLUTION OF THE GOLF

This one's definitely a masterclass in graphic design. It also shows the evolution of one of the most popular cars on our scene. Love it. www.fastcar.co.uk/fast-car-news/evolution-of-the-vw-golf



WORLD'S COOLEST DELIVERY VAN

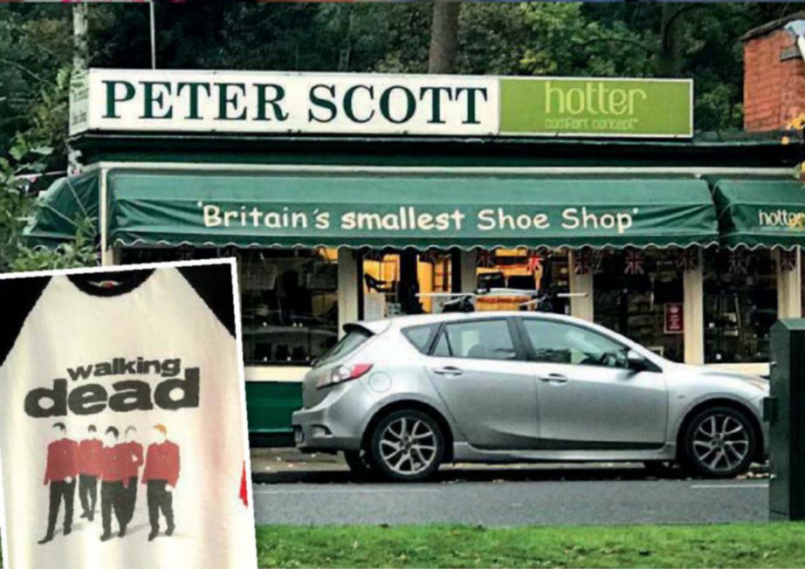
Have you ever seen a van that's cooler than the Auto Finesse M-Sport Transit Connect? We thought not! Royal Mail eat your heart out. www.fastcar.co.uk/videos/is-this-the-worlds-coolest-delivery-van



INSIDE AIR LIFT PERFORMANCE

Here's a cool little video from the guys at Air Lift. Be careful though, you might learn something about the 1940s NASCAR. We certainly did. www.fastcar.co.uk/products/inside-air-lift-performance

Text of the Month:
Oh yeah, we've also had Jules' and G's Birthdays over the New Year too.
36 and 32 in case you were wondering (01 – Initial G).



Top Pressies...

They may spend their entire lives bitching at each other, but there's obviously a lot of love between our boys, because they never forget to swap presents over the festive season. Of course, the gifts in question are never what you'd call kind, or useful, for that matter: Midge buying Jules a subscription to Slimming World and the boss retaliating with a set of elf shoes is bad enough, but a Walking Dead T-shirt for the old bloke? That's just sick! Still, as always, things were worse for our Glenda. He didn't get anything this time, because sadly the shop was shut... Still, we're not sure they do size 26 slippers anyway.



NIHON NIGHTS

This full-on documentary on Japan's custom supercar culture by Red Bull, features Mad Mike, Wataru Kato and Shinichi Morohoshi. Tis bonkers. www.fastcar.co.uk/videos/nihon-nights-mad-mike-red-bull



CRAZY DONKS

OK, so we've never been the biggest fans of Donks, but there's no denying these things are insane. Only in America, eh? Crazy bastards. www.fastcar.co.uk/videos/crazy-donk-car-show

Quiz results from page 8:

WORD SEARCH:

Recaro, Cobra, Corbeau, Takata, Bride, Sparco, Omp and Status (bonus point for that one)

- Q1) Work CR01
Q2) Nissan 300ZX (Z31)
Q3) Renault Twingo



B	C	O	R	B	E	A	U	D	R
Y	R	J	S	T	A	T	U	S	E
U	N	I	S	W	N	O	P	I	C
Q	E	T	D	W	U	F	W	T	A
S	M	A	I	E	C	G	L	N	R
F	P	K	I	L	O	M	P	O	
T	Q	A	D	A	B	R	C	E	A
E	O	T	R	R	R	N	R	H	E
X	Y	A	K	C	A	D	G	O	Y
E	X	G	R	D	O	Y	B	R	K

BLAST FROM THE PAST - MARCH 2013

In this very issue five years ago...

- It's Jules' first mag as editor and it all went a bit German.
- Richard Klarby's awesome widebody Golf hit the cover. The finest offering from Sweden we've ever seen.
- The Perkins Brothers rocked up with a couple of UK show-storming VAGs.
- It was all about the German diesel tuning in 2013... to be fair it still is.
- Jodie Gasson showed us a couple of top airbags... no VAG though (geddit?).
- Our tasty track special went down a treat. Everyone loves a cheeky bit of the 'Ring, right?
- Juiced old-skool Bug really got our juices flowing. We still want one now!



NEXT MONTH IN FAST CAR* WE FEATURE...

mix of car culture



Feature Cars:

Mad Merc 190E
Rocket Bunny MX-5
Gorgeous Golf R32
Awesome Audi TT
Lairy Lancer



Special Feature:

The Top 10 Tunable Engines

Out There:

Autosport

We head to Birmingham's NEC to hang out with Nigel Mansell (probably)

Plus:

Products, tests, posters, projects, and loads more



#392 On Sale

A dark grey BMW 4 Series Coupe is shown from a front-three-quarter view. The car has a license plate that reads 'F1 JBL'. It is parked on a paved surface with green foliage in the background. The car's design features a prominent kidney grille, sleek headlights, and multi-spoke alloy wheels.

● CAR AUDIO SECURITY, UNIT 6A BILTON WAY, UB3 3NF HAYES, UNITED KINGDOM ●

Wolves don't lose sleep



over the opinions of sheep.

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